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HONGKONG. MONDAY, AUGUST 5TH, 1201

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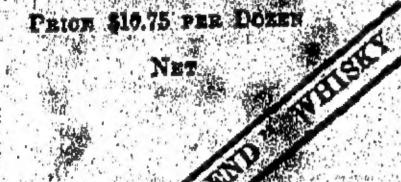
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A 4 6 6 4	-991. 22 1. 17	WEEK	TAVO	A Comment of the	44
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8.46 p.m. & 9 p.m., 9.45 to 11.15 p.m., very | hour. 8.00 s.m. to 8.80 s.m. ... Every 15 minutes. 830 s.m. to 9.30 s.m. ... Every 10 minutes.

983 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes, 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 16 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m to 8.00 p.m. Every 10 minutes. NIGHT CARS as on Week Days. SATURDAYS

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٠.,	ST. ESTEPHE	242		84 50	25.50
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100	MEDOG		414	4.50	5.50
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THE HONGKONG DISPENSARY

HONGKONG OFFICE: 14, DES VŒUX ROAD CI LONDON OFFICE: 131, FLEET STREET, E.C.

Honokone, 5th August, 1901

RECENT advices from the North are not sue." take the work which might have been better are of the opinion that the only hope for China consists in restoring to his rightful position the dispossessed Emperor, Kwang Hsu, and once for all doing away with the regency of the Empress Dowager, to whose initiative the present impasse is mainly due; but here the unfortunate fact that the Emperor is without an heir doubtless interferes, while every day shows the inadvisability of recognising the youth Pr Chun, who has been named by the Downger as his successor. If, as has been stated, Pu Chun has been spirited away by his ruffianly father, Prince Tuan, this inadvisability is still further accentuated. The youth, who was born in the year 1886, and is therefore fifteen years of age, has already developed traits of character which prove him to be unfitted in every way for the post. He is undoubtedly a bad boy, and to this natural unfittedness for the high post he has been under the thumb of his father, whose evil deeds are the common talk of Peking. The situation is, however, one of unusual difficulty, and the more so that in a matter effecting so closely the affairs of the Empire we have to take account of Chinese methods of thought, and respect what indeed to us may seem mere prejudice, but which to the Chinese mind have a deeper import. Lately we have spoken of the causes which have saved the Chinese as a nation from those evils of contested succession which at all ages in Asia have been at the root of unnumbered troubles. According to the rules whose ancestral worship forms the ground. to the Throne, but so serious has been the years savings, is grave evidence of the diseatiswork of family existence, the succession of degeneration of the stock during the present laction existing in the Police Force.

or the full cousin of any degree is excluded. In the family cult of the Imperial clan this fact is emphasised so as to be apparent on the surface, by giving each horizontal line a special title. In the ordinary Chinese family this is to a considerable extent concealed by the priority given to the surname; amongst the Manchus, where the family or clan name does not appear in the ordinary appellation of the individual, the first character of the individual name at once proclains his position in the genealogical

Thus the Emperor Tao Kwang's name was Min Nino, and his sons, as well all others of the same generation, counting from the founder of the family, prenomen the characwas succeeded by his fourth son, I CHEO 流行. 24.00 besides eight other sons, all of whom bore the prenomen I, and any of whom was equally eligible. But besides his sons, any grandson of the preceeding Emperor KIA K'ing also bore the prenomen I, and in default of an unobjectionable son, the others with the like prenomen I would be perfectly

But I CHEO in his turn had but one son, who took the prenomen of the generation, and was called TSAL SHUN, and in due course while yet of tender years succeeded as the Emperor Tuna CHI. It became necessary then to establish a regency, and of the regency, the most energetic, the Emperor's own mother, the concubine Tzs'nı, from the first became the impelling force. When the Emperor came to man's estate, and showed some symptoms of the independence of spirit that had actuated his ancestors, he was suddenly taken ill, and died; but the announcement of his death was delayed till someone convenient was found to put in his place. For personal reasons, only known to the Dowager, the infant son of I HWAN 東疆 seventh son of TAO KWANG, but who was also a TSAI, TSAI TIEN, was selected, and placed on the throne with the Nienhao of Kwang Hsu. How the intrusion of a Tsar, who was

unable de facto to perform the necessary

sacrificial rites to the shade of the unhappy boy Emperor, was received by the official classes in China we learn from the touching story of the death of the Censor Wu K'oru, whose last memorial, scaled by his voluntary death, appeared in the Peking Gazette of the time. We K'ore had twice before in the pursuit of what appeared to him the path colony. This article only deals with H.E. the of duty jeopardised his life by too freely Governor's correspondence, and a second article commenting on affairs of state. "The remaining years he had yet to run were wholly the gift of his Majesty [Tong-chi] a few years since; in that he did not die after committing three deadly sins, and had a life restored to him for which he did not The life so restored to him he satisfactory; and it may well be that the determined to devote to the Emperor who work of reconstruction may yet have to be | had pardoned him, but his Majesty, while | at Karachi. taken in hand by the Powers. Indeed, as still young and without a son, was taken affairs have turned out, it would almost away, and a son of Prince I HWAN [Prince seem that the complacency of the foreign Cu'un] was chosen Emperor in his stead, nations has been carried too far, and we but adopted as son to HIEN FENG, so leavshall have at this eleventh hour to under- ing Tune Cur without an heir to continue hereafter be decided. Anyone wishing to take the sacrifices to his manes. The story accomplished at the beginning. Most people | beautiful in its simplicity and devotion. Wu asked for and obtained permission to attend at his dishonoured master's funeral, and determined that on its completion he would offer his life in sacrifice, but before so doing he presented his dying address. "The birds sing mourafully before they die, and the words of a dying man should be words of wisdom." He told of the misfortunes of his master of which this last was the crown. and begged the Regents to take into consideration his piteous accents; after which he sealed the petition with his life. Though no immediate result has ever come about from Wu's devotion, the incident ever afterwards cast a gloom over the life of the boy Kwano Hsu, and has been doubtless his life sorrowful. It has by the Confucian faction been cited as a judgment that his childlessness has left him no immediate! issue to offer the sacrifices to his manes; and that as an intruder he will have for the ages to wander-a restless forgotten spirit

-through the realms of Hades-a fact that has doubtless tended to sour his mind. That from an European standpoint the best and ablest successor to Throne, in the event of the death without issue of Kwane Hsu, would be our recent visitor, the Emperor's brother Tsai Li, by succession Prince Chun, there is no doubt; but from a Chinese point of view the succession of brother would be an actual impiety, in this case aggravated by the fact that his brother's accession as which prevail from Constantinople to the Tsai, where a Pu should have been chosen, borders of China, the theory is that the had been against the conscience of the more crown should go to the fittest; and in all rigid Confucianists. There are, however, ages the brother has been preferred to the numerous descendants in the direct line of son, especially when it has happened that the Emperor Tao Rwang, any of whom the latter is of tender years. To the Chinese, might have a title, in the proper generation

a brother, or even of a member of the same | century that it is understood that there generation, seems little short of sacrilege; as | was little room for choice in the case of manifestly the offerings to the manes must Prince Pu Chun selected by the Empress. partake of the nature of succession, and Tao Kwang's eldest son, Prince I Wur, is from the very nature of the case, the brother represented only by adoption; his fifth is represented in the person of the present rebel, the infamous Prince Tuan; his sixth is represented by the present Prince Kuno, but neither he nor his brother is spoken of in favourable terms. Going back to an carlier generation, there is of course Prince K'ing, but as he belongs to the I generathe 1st inst., gives satisfaction to Inspector tion, neither he nor his son could legally succeed. Altogether the succession to the disgraced throne of K'ANGHI is a subject beset with difficulties; and while we must acknowledge that its present occupant, though not so strong-minded as is advisable to restore the former prestige of the House, and unfortunately of rather fragile constitution, is yet a clever and well meaning young man, it is the best interests of China that the title of Crown Prince should be bestowed on some prince with a cleaner record than the bad-dispositioned son of the infamous TSAI I, the present TUAN SIN WANG.

> The Gozette contains the official recognition of Herr O. Gumprecht as Imperial German Consul at Hongkony.

> There were two fresh cases of plague (Chinese) in the twenty-four hours ending noon on Saturday last, and two deaths.

We have received further correspondence on "The Parsee Acknowledgment," which we regret, in accordance with our announced decision, we cannot insert.

arrived in the harbour from Calcutta on the 3rd and 4th inst. respectively. The hospitalship Carthage arrived from Shanghai on the On enquiry at the Naval Yard on Saturday

afternoon we were informed that there was

The British transports Umta and Mirani

nothing to communicate with reference to the sudden departure for Amoy of the Eclipse, Daphne, and Pigmy. A rough sea and a squally wind were experienced in the harbour yesterday. During the

forencen a sampan was swamped, fortunately without loss of life, the occupants being rescued by a private launch. The members of the Band of the Volunteer Corps are said to be lax in their attendance for

weekly practice, and as it is desired that the Band should become efficient for playing out when the drill season commences, they are requested to attend more regularly in future. In another column appears an article by "Scrutator" dealing with the recently issued

blue-book on the sanitary condition of the commenting on the Official Memoranda will follow in a day or two.

We are informed that with reference to Government Notification No. 402 of the 25th instant, it is notified that telegraphic information has been received from the Government of India that between the 19th and 22nd instant three cases of plague and one death have occurred

We have been requested by Mr. T. Elvins, Secretary, Civilian Club, to publish a challenge to the colony for a draughts tournament, six a side, to be held at such time and place as may up the challenge may communicate with Mr Elvins, when preliminaries can be arranged.

The city on Saturday from morning till night was enveloped in dust storms, and apparently little or nothing was done to lay the dust, Pedestrians had to face the clouds of dust and get through them with smarting eyes; only one water-cart was heard of as being in action. The unisance was a typical example of our exquisite administration. Fortunately rain fell y erday.

Water Police Constable G. S. Foden, No. 131. being tired of the worries and petty annoyances off the present day attending the life of a guardian of the peace, has purchased his discharge for \$480, and will leave the force about the 24th inst., to take up an appointment in the Kowloon Dock. In specifying the reasons for having been willing to pay one of the things which have tended to make so large a sum for his release from the Police Force, he said, "Well, I am tired, in the first place, of the putty annoyances the Captain Superintendent subjects or permits us to he subjected to. Moreover, I do not care to work under the present Inspector of the Water Police. I have even more service than him, I possess better qualifications than he does, and do not intend to submit longer to his rule. Service in the Police Force nowadays is a series H.M.S. Alacrity, and was on her way to Hongof snuhs and annoyances, instigated and carried kong when she met the Eclipse, who informed out by a few 'non-com's' in favour. The her that a man-of-war was wanted at Amoy. authorities did not seem to like the idea of my The Glory promptly turned about and followed leaving, as they first asked me to pay \$600 and | the Eclipse into Amoy, where everything was give three months notice. I paid the money, found quiet and received back \$120. I practically had to pay \$480 for my discharge, which several men, man of-war, presumably the Amiral Charmier, with the same amount of service, received for on account of whose appearance at Amoy, it is \$200 and without notice. I shall appeal to the said, a telegram came to Hongkong asking for Governor after I am out of the force. I got s man-of-war, and instead of one, three were a mituation with the Kowleon Dock Co., at dispatched. It is thought the French ship twice the pay I am getting now and free put in at Amoy in connection with the quarters. I expect to leave the force about the much discussed French cable. The mysterious been a large sum, and have represented some if a large is in prospect.

The Bishop of North China is appealing for a school-church at Welhaiwei, to cost £250 and to seat 100 to 120 people. The S.P.C.K.

Committee have voted £25. The remains of the former Gorman Minister at China, Baron von Ketteler, who was murder-

ed at Paking during the late troubles, will be buried at the central comstery at Muenster, in Westphalia, the home of the victim. Police Inspector P. McNab has been promoted from a third-class to a second-class inspectorship. The appointment, which dates from

McNab's many friends in the Police Force. A- the result of the measures taken by the mil ary authorities to reduce the excessive sickness amongst the troops of the garrison there are now no cases of fever in hospital, the last man being discharged on the 2nd inst. The fact must afford gratification to all.

The following telegram reporting the discovery of a rock directly in the track of shipping between the Yangteze and Simonoseki has been received by the Naval Authorities, and is published in the Gazette:-" From Waterwitch, Shanghai, 1st August, 1901. Rock found eighteen feet latitude, 32.07 north; longitude, 125,11 east."

weekly share list, dated Hongkong, August :- The July settlements passed off very smoothly, but business, on the whole, has been rather quiet, and confined to but few stocks. The market closes fairly steady, with a tendency to buy forward. The rates of Exchange on Shanghai close at Tla. 731 for a T/T, and Tls. 73% for three days' sight private bills

The colony has been fortunate in being free from typhoons since the disastrous one on the morning of 10th November last year. The equally weather during Saturday, and yesterday however, pointed strongly, if not to a typhoon, nt least to something not far removed from one. Lightning was frequent, and during Saturday night the wind increased almost to a gale, but died away considerably towards six o'clock yesterday morning, when rain fell in torrents. The effect in the cooling of the atmosphere is very welcome.

At the Supreme Court on Saturday, before his Honour A. G. Wise (Acting Chief Justice), notice of motion was heard from Yau Pang Shin and others, appellants, against the Attorney-General, respondent, for leave to appeal from a decision on 23rd July last of the Land Court upsetting a claim of appellants to certain lands at Tai-Shek koo, Shin Kang, in the New Territory. Mr. J. J. Francis, K.C. (instructed by Mr. O. D. Thomson, solicitor), appeared for the appellants, who claim that the decision is a mistake in point of law. This is the first appeal from the Land Court. His Lordship adjourned the hearing sine die, with leave to amend the notice of motion if thought necessary by the appellants.

Tre are requested to state that by kind permission of Lieut.-Colonel Teversham, D.S.O., and the Officers, the Band of the 3rd Madras Light Infantry will play this evening from 6 to 8 p.m. at Kowloon on the sea front at the bottom of Robinson Road. If possible this band will play every Monday evening. The public, especially the residents of Kowlcon, ought to be thankful to the Officers for supply. ing this long-felt want, and if they could see their way to allow their band to play on this side of the harbour on every alternate Monday during summer it would be a boon to the residents here. It is the peculiarity of a crown colony not to undertake or provide any public amusements which make living in our neighbouring foreign colonies bearable. What a vast amount we have to learn from the Dutch and the French in the pleasures of colonial life Even at Macao there is a public band, and, course, at Shanghai the daily performances of the town hand afternoon and evening is one of the chief enjoyments in the "Model Settlement." Can anyone picture any day more miserable than a Sunday in Hongkong? It is to be hoped that one of the first duties of remodelled Sanitary Board that is to be, will be the provision of a town band.

#### THE SUDDEN DEPARTURE OF WARSHIPS.

ARRIVAL OF H.M.S. "GLORY." H.M. flagship Glory, with Admiral Sir Cyprian Bridge on board, dropped anchor in the harbour at half-past three c'cleck yesterday

A representative of this paper boarded her, and found, as we anticipated, that the rumour of the Glory having been on the rocks was without

The Glory took up Admiral Sir Cyprian Bridge at Fushin, where he arrived from Shanghai in

On her way to Amoy, the Glory meet's French 24th inst. This is a serious matter which and sudden departure of the Eclipse, Daphne, requires a thorough and importial investigation. and Pignig is said to be due to a false alarm That a man in P. C. Foden's position of life and nothing more. However, it is gratifying should be willing to pay, what to him must have to see how promptly our Bendogs are ready

The Glory upon leaving Amoy had a very rough passage, the weather being abouttant.

#### THE BERNAMS.

"DAILY PRESS" SERVICE.

FROM OUR CORRESPONDENTS,

#### AFFAIRS IN OHINA.

Amor, 3rd August, 11 a.m.

THE BRITISH SHIPS AT AMOY. H.M.S. Glory, with Admiral Sir Cyprian Bridge on board, has left for Hongkong. All is quiet here.

LONDON, 3rd August, 12.30 a.m.

THE RUSSIAN CASUALTIES IN CHINA-A HEAVY LIST.

An official return of the Russian losses in China up to April, states that 20 officers and 400 men were killed; 77 officers and Messrs. Erich Georg & Co. say in their 1,449 men were wounded and 9 officers and 80 men have since died. 56 are reported

> THE TROOPS IN CHINA. The Russian forces in China number 15,000 reserves and 12,000 Siberian guards.

> > SOUTH AFRICA.

LONDON, 3rd August, 12.80 a.m.

REPLY TO KRITZINGER'S THREAT MR. CHAMBERLAIN AND ASSASSINS.

The Press universally condemns threat of Commandant Kritzinger to shoot all natives found in the British service, armed and unarmed.

Mr. Chamberlain has instructed Lord Kitcherer to inflict a death penalty on any person captured and found guilty of killing British wounded, or of murdering natives or authorising the same.

#### REUTER'S SERVICE.

LONDON, 1st August

THE AMERICAN STEEL STRIKE. The strike of American Steel workers is

Balkans, says that unusual anxiety is displayed much in evidence. Many will rightly consider

BOERS ENTER PORTUGUESE

TERRITORY. A Boer commando has entered Portugues territory, it is believed in search of supplies.

LONDON, 1st August.

THE WAR EXPENDITURE.

Sir Michael Hicks-Beach states that it believed the sums already voted for the war South Africa will suffice until January next, and possibly to the end of the present financial home. He mentions the "causes of meanitary year (31st March, 1902).

THE THIBETAN MISSION TO RUSSIA The Thibeten mission has left Moscow, homeward bound.

London, 2nd August.

DEATH OF MR. BRODRICK'S WIFE The sudden death of the wife of the Right Honourable Wm. St. John Brodrick, Secretary of State for War, is announced.

ALL NATIVES IN BRITISH EMPLOY: Lord Kitchener reports that Commandant Kritzinger has notified General French that he intends to kill all natives in British employ. three spologists whether armed or unarmed.

PARLIAMENT. FURTHER NAVAL AND MILITARY EXPENDITURE AUTHORISED

the expenditure of six millions sterling for sade but followed this example: it would have naval works, and six millions eterning for been botter still had they coul perors them the military works, including a breakwater at incadenable virtues of appulses to seasoners. Malta, and increased coaling facilities for the and of sympathy, walks good cause stor they floot. The military works will consist largely were well aware that the Petitlemers had but of the erection and reconstruction of barracks.

LONDON, 2nd August.

THE CHINESE TARIFF Lord Cranborne states List proposals liave been made to include in the Chinese five per language and direct consume. Seeing the cent. ad valorem tariff articles now free from duty, except rice and cereals.

REPLY TO COMMANDANT KRIT-ZINGER'S THREATS.

Kitchener, instructing him to inform Come cuoted as a compliation of forter fin the itemandant Kritzinger that only one found termin of synthe and truth this would intercarrying out the threats recently made concern | sad, though it may be eximitted that many there. ing natives in British scopley, will be courte are contained therein, and a good man, such a martialled and executed.

AEBIYAL OF GERMAN CHIMA SQUADEON AT CADIZ

The Gorman China Squadron ina arriv at Cadie. The home-going worships worst me by Prince Henry of Prustic in the specific

#### INSANTIABY CONDI-111:10 TION OF HONGKONG.

THE OFFICIAL EXPLANATIONS...

The pleasure of reading the Official Contion concerning the (in) sanitary condition colony has unfortunately so far beer it to a lew The correspondence between the Chamber of Commerce and the Covernment. the Petition of the Residents to the Right Hon the Principal Secretary of State for the Colonies, and the roply to that Petition prepared by local officials, dealing with the similation of the colony have been collected and published in the form of a blue-book. This book is made up of sixty-four foolscap folio pages - mostly of small type and is time a formidable volume, considering the subject matter, for the average reader to tackle. Had the book been printed on octavo pages and in large and more convenient type, it would have been roughly equal in bulk to a colonial novel; in fact some of the Official statements are really entertaining fiction, but the subject would naturally pall after the few opening chapters. Published in such a form, with the insertion of a few vivid allegorical illustrations depicting the wicked Unofficials triumphant in the enormity of their wickedness, and half-tons photographs of unreasonable newspaper editors -the alleged real and sole opponents to and frustrators of the progress of Sanitation in Hongkong the book would have been of intrinsic value and provided a permanent royalty for its authors, Itayalus would have been even further increased by the inclusion of factimals sufographs of those three worthy, though despondent, Officials, who in the face of continuous Un-Official opposition, and retarded by an apathetic community, have so nobly brought the Sanitary system of Hongkong to that sublime state of perfection they represent at be be in to-day. This would have completed a volume which would, like the speeches of one of them, have justified its claim to go down to posterity." What an opportunity lost to an enterprising

It is consoling to warn that the blue-book, which was apparently rushed through in order to be sent home with the Petition, will be reprinted in an improved form and thus all those water processes enough public spart to soommend its conservout Esphath

The book is a grantement able production.

Spart from Sadimon defects and the contauthors are see by accurate congratation. having produced any worthy of their mill be ungenessed among to supposit that the subject individual and personally believed all the statements they have made themselves responsible for Interior Official Capacity, because many of these states and actous provarioutions, and literary twistings, which may be considered pordonable driver the Discial character and Likewise, in a private compacity, the fairness of the anthors would at once be questioned; for the extent of their resource in explanation is only excelled by their great THE SITUATION IN THE BALKANS. ingentalty in evasion. Their casuistry is The Times reviewing the situation in the charming, and the telescope and blindeye are very this blue-book to be one of the ablest productions the Hongkong Government has Ja sponsored for reading the Official Memorands slone, without consulting the Petation, and without the mistortone of a personal experience of Hougkong, one could not fail to be comvinced by it. Unfortunately, however, taking it as a purely literary effort, it has one cardinal meakness namely a want of sequence.

In the first part of the book, H.E. the Governor admits the necessity of sanitary reform his wires and or writes for an expert to come from conditions. Handons not openly state that the colony is in an ensanitary state. In this connection how could ite? But the letters and actions are admissions of entire want confidence in the statements of his subordinate tero of experts, who provising the triumphant, progress of sanitation in Hongkong & during the last twenty years, and who represent incomplication of the authors of is tens ... took The state of the control of the been Tone to place it in a thorough sentery KRITZINGER THREATENS TO KILL condition. The community will enhealteningly sures with His Proclamor nowever much they construction the great shifts, magniful Court of times and supreme and suffering of

II. ber best storreren fatt bill.

the tree for configurations and the configuration of the configuration o The House of Commons has authorized well it the Officer of commons has authorized well in the Officer of commons has authorized well in the Officer of commons has authorized well in the Officer of commons has a the Officer of the Officer One object wind in mind in The Lie Parties was distinct with an entropie and studied design /2 wold emence and persons alificate Had the once of the Petitologore Con presented se tigorously as the subject day served, there was much forest forest bust Petimonere have not and the opportunity of orwarding o raply to and with the Official State manie, W. & Colly Drover Chat She Manier. ands should be take . The horses incollegent The British Government has cabled Lord In; otherwise, in fatale years to unbecome

> The ties thing that presents itself for its The state of the state of the nuclertake what may in easy is to easy trace

THE PROPERTY OF THE PARTY OF TH

recognish until somewhat late in the day. In par. 3. H.E. points out that he has " observed some mysterious connection between rinderpest and plague." H.F. is probably may that this was threshed out in 1896 when Staff-Surgeon Wilm identified the bacillus of plague and rinterpest as the same, a statement which unfortunately was completel disproved by Koch during his researches South Africa.

community. It is a tribute also to the utility

of the local Press, which Officials are not ant to

In sub-section (f), H.E. describes the Tung Wa Hospital as "an excellent charitable institution supported entirely by the Chinese. This hospital is in receipt of a large Government grant, in par. 5, when the health of the only trained sanitary inspector broke down, H.E. "recommended the appointment of an assistant medical officer of health." For two years the Sanitary Board have been urging the appointment of an assistant to Dr. Clark.

In par. 6, it is stated that the public Press published letters and articles "that increased the alarm." Apparently this is a reference to the articles and correspondence which appeared in the newspapers, pointing out the existence of grave scandals, the apathy of the Government and its instillity to adequately cope with the disastrous situation. When within a few weeks-to quote H.E .- 'twenty five Europeans had been attacked and nine had died," surely "the alarm 'needed no incentive from the newspapers? The articles in the Press were endorsed by every douter and civil engineer in the colony, and the Government naturally did not appreciate the publication of the true state of affairs. The Government was not slow to avail itself of several good suggestions made by that same newspaper correspondence, thoughte feedle and sporadio efforts had but little the gradual distipearance of the epidemic. The Military & Amborithe Likewise, but unlike the Government, have not hesitated to acknowledge such indeptedness,

In par. 7, H.E. refers to his possible theory. that the plague spinemic is five to atmospheric conditions which is somewhat analogous to the idea thebinslaris is due to mists. There are but few laymen who dare venture to discuss the clinical aspects of plague, and H.E.'s courage in doing so is worth the admiration if unsafe for general amulation. Personally the writer favours H.E.'s " atmospheric theory"that is in Hongkong Mor if H.E. in his rambles will get within even a thirty yards' radius of one of the shafts of our local drains the system of which we are told is so perfect—he will be at once convinced that not only plague but many other deadly diseases are traceable to

Hongkong's "atmospheric condition." H.E. surely cannot be serious in writing have no reason to believe that the sanitary staff are not doing their duty faithfully?" If so, then he is an unconscious humonrist. The sanitary staff is so absolutely insufficient and inefficient—that as the Petitioners pointed out "a Sanitary Inspector takes two months to visit thoroughly his health district, a duty which should be done daily, and there is but one Inspector for the whole of the markets in the colony. HE goes on, and if they are, then with the large powers given to the M.O.H. there should not be in Hongkong a house unfit for habitation, nor should any house be permitted to continue in an insanitary state. With due deference and respect to H.E., this may be described as absolute nonsense. H.E. should know-and as Mr. May once pointed out, it is the duty of a Governor to know-that houses reoccupied under the nose of the police. pipes not intended to receive it. The report buried other memories. Requiescat in pace! on Lunghom, page 17, is elequent comment

of E.C. & slatement In connection with H.E. baying ordered wheeled ambulances, replacing the cots slung on poles, it knust be remembered that the Sanitary Board asked for launches and ambalances, but could not get them 'on account of expense, strong memorandum sent in by Dr. Bell.

In par. 9, H.E. diplomatically remarks that Medical Service to relieve Dr. Thomson from his deties as medical officer of the gool, so that his mitire time should be devoted to plague work" These who read "Segutator's third article will recollect the criminal negligence which was pointed out in connection with the Plague Hospital, and though it may be quite true FIEL applied for Lieut Stewart, I.M.S., yet H.E. omits to state that Lieut, Stewart never ted an goal surgeon but was soting assistant the Civil Hospital, from the barly part of the year. D. Lamort, a French physician, was gazotted for duly at the gaol, two days effor the article describing the scandal appeared, and The Patentees Macriven & Cameron, Limited is still so soung. This error is made in two places in the book, and suggests a timidity in giving further publicity to the engagement of

a French doctor.

In par. 11, H.E. refers to that very excollent innovation, the introduction of public bath-houses for Chinese. H.E. has deservedly received much credit for having sanctioned what the Government had hitherto persistently neglected, though recommended by Mr. Chadwick. As far back as 1892, the Sanitary Board proposed the erection of ten bath-housesa proposal ignored by the Government. A few public baths for poor Europeans would also be appreciated.

In par. 12 reference is made to efforts to combat the disease, which unfortunately seemed to be unavailing. In this connection should not be forgotten that the Legislative Council prevented the cleansing the villages, and the Government did no move in the matter. Last February the Sanitary Board could obtain no sanction or assistance to carry out prophylactic measures.

Par. 13 hardly harmonises with the second part of par, 7, but it is consoling to know that the possibilities of future cost are not likely to exceed the past waste. H.E. is hardly correct in stating that Mr. Chadwick's reports are being widely read and considered, because there are only known to be two copies of the Report in the colony, one of which was placed at Scrutator's" disposal by one of the postilent local agitators, and was used in compiling the Petition. I doubt if the Government actually possess a copy. It is a pity this was overlooked by the compilers of the Memoranda, as it might indeed have formed on excuse for the Export's reforms never having been carried out. There is nothing more in H.E.'s report that

calls for special comment. The local medicos, as might be expected, are sceptical of H.E.'s theories concerning plague, and regard even with levity H.E.'s references and conclusions. Professional men were ever thus opposed to the investigations of the layman, but the pursuance of such studies, even if the ultimate conclusions be denied acceptance, is worthy of much praise, and such devotion exhibits an earnest desire to do something for the benefit of an afflicted community. Unfortunately this is the age of specialists, and it. may be argued that H.E.'s energies might be more profitably devoted to less technical subjacis, and the investigation of plaguo left in the hands of those trained to deal with it. The expected arrival of the new bacteriologist should,

however, set at rest any anxiety on this point. In H.E.'s covering letter of 18th July, 1901, addressed to Mr. Chamberlain, there is only one paragraph that need be referred to, as the other statements are taken from the Official Memoranda, to which I intend to refer in a

second article. In par. 2, H.E. "fears the signatories to the Petition were not acquainted with the facts." It may be fairly pointed out that to their regret the majority of the Petitioners had experienced the facts contained in the Petition; and, furthermore, that in the Official explanation of the one" terrible difficulty " among others that the colony is placed in, none of the facts quoted in the Petition, mainly from Official documents and utterances, were disproved by the Official trio whose duty it was to explain, admit or refute them-or better still to have left them alone.

are those of aliens. The few Chinese whose \$15, and the rest 33 or eight days. signatures were obtained are, I am informed, men of small consideration among the Chinese community." Considering that the aliens pay rates and taxes, like the Chinese of much consideration who did not sign, they are surely entitled to the privilege of asking for adequate sanitary surroundings, nor are their lives of less value than those of other ratepayers. Such a theory is contrary to all British ideas of just government. As for the Chinese, H.E. was no doubt well sware that among the few who expressed a desire to sign, there were no less than four Chinese medical men, graduates in Western science; a Chinese lawyer and several newspaper editors. The others signatories were mostly lead. ing store-keepers-men who usually know what they are doing, and are not exactly suckling hard labour for boarding the Yuensung without babes. The Government, in faut, were well aware that Chinese signatures were not solicited as they were unnecessary for the unfit for human habitation have been repeatedly purpose the Petitioners had in view, and none closed by the Sanitary Board and illegally must regret the lack of Chinese signatures more than the Government. What an oppor-There are numbers of houses absolutely in tunity it would have given the Trio for dissanitary which the law cannot touch; and the coursing on "Chinese opposition to Sanitary Government knows well that half the Chinese | Progress!" Lacking this they fell back on buildings in the colony are insanitary owing to the unscrupulous landlords! It has been the habits of the Chinese, the majority of whom alleged, and not without reason, that the Godo not besitate to use down rain-pipes, even vernment were indirectly concerned in the closely adjoining their kitchens, as urinals attempted opposition Petition from the Chinose and Wit a and jam filth and rubbish into But this collapsed, and with it may also be

An amusing incident occurred at a meeting of an X-ray society recently held at a fashion able hotel in New York. The rays were suddeply turned on a lady member, and revealed spoon concealed in her corsage. It was just efter the society's dinner, the woman having and ambulances were finally given on the taken the spoon as a souvenir. The discovery took the offender completely by surprise, an caused considerable merriment. The confused culprit blushed and stammered at this startling he ! btained from Major General Gascoigne revelation of her guilt, and confessed that she the services of Dr. Stewart of the Indian had merely taken the spoon as a memonto of a very pleasant evening. Some other lady members excused themselves in various way from being experimented on. Hotel proprietors are now thinking of employing the X-ray apparatus as a safeguard for their silverware.

SCRUTATOR.

LATEST STEAMER MOVEMENTS.

The Indo-China steamer Kumsang, from Calcutta and the Straits, left Singapore for this port on the 2nd inst, at 4 p.m.

The N.Y.K. steamer Kamakura Maru (American Line) left Kobe via Shanghai for this port on the 2nd inst. and is expected to arrive here on the 10th inst.

DESERVE A NATIONAL MEMORIAL for their excellent inventions " Dover Obranicle THE WAVERLEY PEN. THE PICKWICK PEN. THE HINDOG PER: THE OWL PER. Waverley Works, Edinburgh, bottles o' whusky and a new obsess."

#### ANTERSON DESIGNATION

The Australian Vandeville and Epecialty Company gave another very successful performance on Saturday night, before a large audience, the bottom portion of the house being filled to overflowing. The programme was an entire change of that which had been given at the previous performances, and the entertainment went off with a capital swing. The opening chorus of selections from Goisha" was remarkably well rendered and was loudly applauded. "The Carnival" Miss Jessie Forde rendered very artistically, and, with the excellent artistic singing of Miss Beatrice Warde, kept the performance from deteriorating entirely to the level of comic songs. In her song "One heart divine" Miss Warde was heard to much advantage, and was recalled. The other portions of the first part of the programme were made up mostly of comic and coon songs with which the company gave much pleasure to the audience. Mr. W. F. Callen sang several baritone songs, and was recalled; we have half a dozen amateurs who would give the "eminent baritone" points in singing. Mr. Sam Rowley has a wonderfu voice, which was thrown away on the nonsense he sang, though he was very funny and was encored. The Sisters Linwood gave a thom. Already a private letter of his has found very pleasing dance, and were followed by Miss B. Warde in her careful rendering of "If all lirms Mr. Arnold White's warnings. Years the stars were wine. One of the best numbers of the programme was the clever operatic sketch by Miss Annie Moore and Miss Jessie Fords of "Oh my daughter" from The Gaiety Girl. Miss Moore's representation of the parson was remarkably good, and Miss Forde made a protty daughter. These two young artistes have grown much since they were before an Eastern audience with Pollard's Lilli putians, but they have lost none of their former skill. Miss Forde's voice, if well trained, gives promise of a successful future in operatic work, whilst Miss Moore should, with her marked ability, take a prominent place in Australian dramatic circles. The company will repeat clearly impossible to-day, owing to the rapid rise their performance nightly, and it deserves to be well patronised by those partial to a variety performance.

> POLICE COURT. Saturday, 3rd August.

BEFORE MR. HAZELAND.

DISHONEST RICKSHA COOLIE. Capt. Mirles told his ricksha coolie to wait for him while he went into the Hongkong Hotel, at the same time leaving a parcel, containing one pair of convas shoes, two belts and a shirt, total value \$7, in the ricksha. When he returned from the hotel, coolie, ricksha and parcel had disappeared

Accused pleaded guilty, and was sentenced to three weeks hard labour.

MORE GAMBLERS.

P. S. Gordon, No. 38, had a squad of twelve men, caught gambling at Honghona, before His

First and second defendants were fined \$10 for keeping a common gaming-house, and the rest to take a British squadron. The force \$2 or seven days for frequenting a common of his indictment lies in the assurance that

H.E. is needlessly going out of his way in had a batch of nine gamblers before His Wor- downwards, is uneasy about the situation in the stating "I observe that some of the signatures ship. The first and second accused were fined DRUNK AND DISORDERLY.

Private Thos. Davis, R.W.F., for being drunk and behaving in a disorderly manner in Kowloon was fined \$3 or seven days. BURGLARY AND THEFT.

Lui Shing, for burglariously entering a house at Shek Pitt Chung and stealing therefrom a quantity of clothing, received six weeks' hard Theft of 150 lbs. of coal brought Chan

Cheung a fine of \$10 or three weeks. Theft of a tin box, leather trunk, four pieces of clothing, a gold mounted rattan-bangle, and opium pipe, three money receipts and ten pawntickets (total value, \$18), cost Chan Kaun and Wong Kin two months' hard labour.

UNLAWFULLY BOARDING A STEAMER. A Chinese was fined \$10 or fourteen days permission from the master of the ship.

OCEAN DERBY-RACE BETWEEN CRUISERS.

From home papers by the English mail we learn that ou the 6th ult, a great ruce designed to test the value of water-tubes as opposed to cylindrical boilers entered upon its first phase, when the second-class cruisers. Hyucinth and Minerva left Plymouth on their rush to

Few naval events for years have aroused so much interest as this, but the outward journey to the Rock pro ises to be less exciting than the homeward one, which will end at Portsmouth. Both cruisers have had their bunkers filled with specially hand-picked coal, great care being taken to ensure that fuel of equal quality was given to each. They are to burn this all out while travelling at a speed of sixteen knots, and then put into Gibraltar, where their bunkers

will be replenished on the same plan. Then will begin the contest in earnest, for the two cruisers are to race at top speed for

The officers of each ship are entering with great zest into this Naval Derby, but the Hyacinth is a decided favourite. Both ships are supposed to be of equal speed, but in 1898, during some trials off Gibraltar, the Minerva defeated the Highflyer, a mister ship to the Hyacinth.

In the competition trials, which emled a week ago, however, the Hyacinth on the whole showed a better speed result than did the Minerva, and it is understood that the Hyacinth's officers are so sure of winning the race from Gibraltar that they have offered to bet the Minerva's officers a

dinner that they lose. The members of the Boiler Committee are to divide into two parties, some going in one ship and some in the other to watch the progress of

who called on him, he said; "Well, Sandy, what Certainly, said Sandy; "I've laid in twelve | are even new to a squadron. But this objec-

THE NAVY LEAGUE AND THE MEDITERRANEAN. The message from the Mediterranean floe to the British public is very ably delivered in the columns of the National Review by Mr. Arnold White, M.P. Thrice during the past year, Mr. White tells us, he has visited our chief fighting fleets, and in the course of these journeyings, he writes, "I have discovered that the fleet has formulated a message to the people of England." How far Mr. Arnold White is the accredited messenger of the admirals and captains of the British squadrons is not revealed but he assures us that the naval officers with whom he has been brought into contact are absolutely unanimous in considering our naval position, and especially that of our Mediterraneau ficet, dangerous. Mr. Arnold White opens his excellent paper with an enlogy of the personnel of the Royal Navy. The officers are rigidly loval to their chiefs, and do not, he says, criticise them. They have no influence with the Press, or at Court, nor any in Society. They are younger sons, members of hereditary naval families, or poor men to whom "duty, discipline, and silence are second nature. This ealogy is well deserved, and Mr. White's object in making it is to impress upon the public the fact that naval officers, even those in high command, will not speak or write of the perils and shortcomings which form the basis of his article. The one exception, perhaps, is Lord C. Beresford, upon whom this gift of silence has not been conferred. His Lordship has many fine qualities, but self-suppression is not among its way into print, and this letter amply concommand of the sen, the Admiralty-divided the surface of this planet into nine commands. Our relatively weaker fleet is still disposed into nine squadrons, although it is no longer possible for this country to maintain overwhelming equadrons in every sea. In Australian waters we have no ship equal to the Russian armoured cruiser Gromoboi, with her 8-inch quick-firers; our China squadron is greatly outnumbered by the combined squadrons of France and Russia and, according to Mr. White, we are equally ontclassed in North American waters, in the East Indies, in the Pacific, and specially, be it noted, in the Mediterranean. This diffusion of our squadrons into nine commands is certainly bad strategy, unless the supremacy of each is assured. What was possible after Trafalgar is of several maritime rivals. The unchallenged command of the seas can no longer be ours when we are content to maintain ten battleships in the Mediterranean. Such, at least, is the view of Mr. White, which gains in weight by his assurance that this is also the view of responsible officers afloat. The Admiralty, he continues, must not be blamed for failure to retain command of the sea in all parts of the world. "Pretentions of that kind were finally disposed of during Lord Goschen's second term of office. When as First Lord he came down to the House of Commons for three consecutive years and asked for certain moneys for the fleet, he said that his successive proposals were the least compatible with safety." Money to the amount of 41 millions remains unexpended, from which it may be deduced that the country is unsafe. Mr. White makes the most of this argument. As a member of the Navy League, he could not fail to do so Mr. White bases his case very largely upon the alleged weakness of the Mediterranean squadron, and the relative superiority of the French and Russian forces in that sea. His personal though interesting. demand special attention, since any man can count battleships an many can contrive Inspector McDonal of Honghona station also squadrons, from Vice-Admiral Sir J. Fisher

every officer in the Mediterranean and Channel narrow seas. We have already devoted two articles to an examination of the relative strength in battleships of England, France, and Russia. According to Mr. Arnold White, Admiral Fisher's ten ships are confronted in the Mediterranean by fourteen of France and ten of Russia; but he does not name these foreign battleships, and we have already shewn that the maximum force which France and Russia could possibly assemble in the Mediterranean, including the French Northern sons. dron, would amount to twenty battleships and about ten craisers. It is therefore evident that Mr. Arnold White exceeds his brief, overstates his message in asserting that Admiral Fisher's fleet is thus far outnumbered. In combination with our Channel squadron of eight buttleships the Admiral would possess a naval force equal to that of the allies, though numerically smaller by two or three ships. It is the habit of Navv Leaguers to eraggerate, and here, at any rate. Mr. White has overstated the case. He has no ground for his assumption that the forces of the allies will be able to form their junction before we can despatch our powerful Channel squadron to Malta. Like Col. Verner, he is obliged to rely upon this assumption, and also upon the assumption that war will be treacherously declared without warning. Thus: "The occasion for the great coup against the British position in the Mediterranean will be when the Brest and Toulon fleets have united in time of peace, and when the French admiral finds himself in a position of commanding strength, perhaps with his whole force sandwiched between the weak British fleet and its base at Malta." Malta, he reminds us, has changed hands thirteen times. It is the symbol of sea power, but could not be held for aix months after a naval defeat. On the other hand, the 76,000 French troops Algeria will never be able to land at Malta until our fleet is beaton, and perhaps not then. The French views quoted by Mr. White are not specially noteworthy. We do not care for the opinions of M. Germaine Bapst on our food supply, and a second quotation is anonymous. The proposed alliance with Spain

might secure to us Port Mahon and secure the Gibraltar works from land attack, but it pre tents corresponding disadvantages. In the fourth section of his paper Mr. White states in detail the defects of the British fleet in the Mediterranean. It lacks auxiliaries, ornisers, hospital-ships, telegraph-ships, and colliers, as well as telescopic sights, smokeless powder for the larger guns, armour-piercing shell, breechloading field guns, and wireless telegraphy. At Malta there is no breakwater. but there is, we believe, a system of boom defence to which the critic makes no allusion. Egypt is undefended, but we are content to burdon the Mediterranean fleet with that task also. The auxiliaries, stores, &c., of which Mr. White writes, might have been obtained by Lord Goschen out of the millions he failed

to expend on shipbuilding. The fact that they were not obtained, despite the appeals of flag. officers abroad, betrays bad administration. We need not deal here with Mr. White's comments upon Navy rations, since this grievance is not On the subject of laptism, a Scotch minister quite germaine to the strength of our Mediter-relates the following anecdote. To a parishioner ranean squadron. On the question of reinforcing the Moditerranean fleet on the eve can I do for you?" "I've a bairn to baptise," of war, Mr. White does well to lay stress upon man. answered Sandy. "But are you prepared for the great disadvantage of hampering an admiralthat solemn occasion?" answered the minister. with newly-commissioned ships, or ships that tion does not apply to the junction of two

and Channel fleets. The disadvantage, we may point out would lie rather with the combined fleets of the Dual Alliance fleets quite unacoustomed to manceuvre in company, having little or nothing in common, and different

efficient squadrons, such as our Mediterranean

signal books. It is needless to dwell here upon Mr. White's sketch of a famine-stricken Eng. land, howling for peace after the destruction of her fleets. The food danger must always be kept before the ind ferent public, and perhaps the cry of "Wolf" as been raised almost too often to produce the desired effect. In common with the Navy League, Mr. White deprecates the expenditure of \$6,000,000 upon "six army corps that cannot leave England unless the Navy is supreme, and need not if it is." We cannot accept that statement of our military requirements withour some qualification. Nor is it clear to us that every million sterling boyond twenty-four millionstl at is spent upon the Army "is a million taken from the Navy." present, more assertion, since the Navy Estimtes have not been starved even during the present costly war. Let Mr. White and the League be to rouse the public, for they have a case, and a we are now about to tuess an organised effort

careful not to c ecstate their case, if they desire strong one; and there are many indications that to repeat the agricultum which led to the passage of the Naval Defence Act eleven years ago. The most striking feature of Mr. Arnold White's able paper is the graphic manner in which it indicates the importance of a strong fleet in the Mediterranean. The entire fabric of our Empire may be said to rest upon the shoulders of the four admirals and eighteen captains who control the destinies of the Channel and Mediterranean squadrons Nevertheless, both Mr. White and the League appear to us to overstate the strong case which they have worked up in favour of strengthening the equadrons. In these days it is perhaps necessary to strike the note of sensation in order to rouse public epinion, but the system has its dangers, since it is easy to protest too much. When all is said, it is impossible to doubt that Mr. Arnold White and the Navy

timely articles .- Naval and Military Record.

EVERYBODY

KNOWS

ANYTHING

THAT

CLUB

#### WHISKY

#### H. PRICE & CO.

Hongkong, 1st July, 1901.

\$12 PER DOZ.

#### PIANO TUNING.

F you VALUE your PIANO at all, you

should have it TUNED REGULARLY by

by EXPERIENCED

and TRAINED

employed by us.

ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901.



MITSU AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." NAGASAKI. A.1, A.B.C., Scotts' and Engineering Codes

DOCK No. 1 (at TATEGAMI.) Extreme Length ... ... 523 feet. Length on Blocks ... ... Width of Entrance on Top .... Width of Entrance on Bottom ... Water on Blocks at Spring Tide 261 ..

DOCK No. 2 (at MUKAIJIMA.) Extreme Longth ... ... 371 feet. Length on Blocks ... 350 Width of Entrance on Top ... Width of Entrance on Bottom ... Water on Blocks at Spring Tide

PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

I ognipped with the VEMENTS and can L LATEST ILL Tin SHIPBUILD. execute any kind of-INEERING as well ING and MARINE IIPS. as in REPAIRING The COMPANY has a POWERFUL SAL-

VAGE PLANT READY at SHORT NOTICE.

VIOLIN LESSONS.

ESSONS in VIOLIN to Elementary and Advanced Pupils by an Enropean Gentle-

Torms, &c., apply by letter to-TEACHER, Care of Daily Press Office. Hongkong, 8th July, 1901.

#### INSURANCES

#### NORTH GERMAN FIRE INSUR-ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current

Siemssen & Co. Hongkong, 29th May, 1895.

AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

FITHE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BRÖCKELMANN & CO.

Hongkong, 21st April, 1897

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838.)

NHE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO. Hongkong, 7th February, 1901. CUN INSURANCE OFFICE, LONDON

FOUNDED 1710. The Undersigned having been appointed AGENTS for the above Company, ar pre-

SIEMSSEN & CO.

Agents. Hongkong, 16th May, 1892. SALAMANDER FIRE INSURANCE

Current Rates.

COMPANY. League have rendered a public service by these NHE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT PISKS against FIRE

at Current Rates. HOTZ, S'JACOB & CO. Hongkong, 2nd April, 1900.

TRANSATLANTIC FIRE INSUR-ANCE COMPANY OF HAMBURG The Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN & CO.,

Hongkong, 16th November, 1872. NTORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732,681.

SUBSCRIBED CAPITAL ... 2,750,000 0 0 PAID-UP CAPITAL ...... 687,500 0 0 II. FIRE FUNDS ...... 2,833,716 14 4 The Undersigned, having been appointed

I. AUTHORISED CAPITAL ... £3,000,000 0 0

pared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.

AGENTS for the above Company, are pre-

Hongkong, 3rd July, 1901. TOHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Carrent Rates. DOUGLAS LAPBAIK & CO., Agents for the Phonix Fire Office.

Hongkong, 17th August, 1887. THE WESTERN ASSURANCE COM-PANY OF TORONTO, CANADA,

INCORPORATED 1851. CAPITAL .....£410,000. THE Undersigned, having been revoluted

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. WM. MEYERINK & CO.,

Agents. Hongkong, 18th May, 1900.

BOARD.

WNERS of HOUSES situated in the Western Division of the City of Victoria and in the Eastern Division of Kowloon, who have not had their premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 3 st day of August, 1901, and the Sanitary Board being convinced of the necessity of CLEANLINESS

any Owner in default after the above-named The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Rebinson Read, and

in its offorts to STAMP OUT PLAGUE is

determined to RIGOROUSLY PROSECUTE

includes Hung Hom and part of Tsim Sha By Order

G. A. WOODCOUK, Acting Secretary. Sanitary Board Office, lat August, 1901.

FOR SALE.

THE GERMAN STEAMER

"MUENCHEN," 4,536 Tons Gross, 2,855 Tons Nett, as she now lies in the Cosmopolitan Dock at Kowloon, Hongkong, in damaged condition, with all her GEAR, TAUKLE, ENGINES, BOILERS, MACHINERY and APPUR TENANCES now on Board.

For Particulars and Inspecting Order, MELCHERS & CO.,

NORDDEUTSCHER LLOYD. Hongkong, 29th June, 1901. OUAN WAH & CO.,

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES on APPLICATION at No. 1, Queru's Road East, Hongkong Hongkong, 17th October, 1899.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES. FIRING 10 SHOTS in 2 SECONDS SIEMSSEN & CO Hongkong 3rd October, 1900.

TO-NIGHT

LAST FEW NIGHTS.

SECOND CHANGE OF PROGRAMME.

NOTE.—A Special Tram will leave every night 15 minutes after fall of curtain.

BOX PLAN AT ROBINSON PIANO CO. Doors Open 8 P.M. Overture 9 P.M.

Soldiers and Sailors in Uniform Half-Price to Back Seats only.

Mr. J. FRANK FINLAY ..... Business. Manager. Mr. W. H. Brown......Representative. Hongkong, 30th July, 1991. GREAT EASTERN AND CALEDONIAN

GOLD MINING CO!, LIMITED

(IN LIQUIDATION). N EXTRAORDINARY GENERAL MEETING of the PREFERENCE SHAREHOLDERS of the above-named Company will be held at the COMPANY'S OFFICE, No. 14. Des Voux Road, on PUESDAY, the 20th of August, at 12.15 O'CLOCK P.M. when the subjoined resolution, which was passed at the Extraordinary Meeting of Preference Shareholders held on the 20th of July, 1901, will be submitted for confirmation as a Special Resolution, viz: That in lieu of making a Call, the Preference Shareholders do accept the proposal of the Liquidator to divide the available assets among

The Liquidator, M. BENNECKE. Hongkong, 5th August, 1901. PUBLIC AUCTION.

FITHE Undersigned has received instructions to Sell by Public Auction,

THURSDAY. the 8th August, 1901, at 2.30 P.M., at bis Sales Rooms, Duddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

SUNDRY ELECTRO-WARE, ac, ac. (Full Particulars from Catalogue). On View from Wednesday, the 7th inst. TERMS .- Cash on delivery.

Anctioneer. Hongkong, 5th August, 1901 DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR HAIPHONG.

THE Company's Steamship "HAILOONG, Captain Bathurst, will be despatched for the above port TO-DAY, the 5th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 5th August, 1901.

FOR CHINGKIANG AND WUHU. TIME Steamship

"QUARTA,"

Captain Johansen, will be despatched for the above ports TO-MORROW, the 6th inst., at 3 P.M., instead of as previously notified. For Freight, apply to SIEMSSEN & CO.

Hongkong, 5th August, 1901. FOR SINGAPORE, PENANG AND CALCUTTA

THE Steamship LIGHTNING,

Captain J. G. Spence, will be despatched for the above ports on WEDNESDAY, the 7th instant, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON, SONS & CO.,

Agents. Hongkong, 3rd August, 1901. "SHIRE" LINE.

FOR SAN FRANCISCO.

HE Steamship "FLINTSHIRE," Captain Dwyer, will be despatched for the

above port on THURSDAY, the 8th instant. at 4 P.M. For Freight or Passago, apply to SHEWAN, TOMES & CO.,

Agents. Hongkong, 3rd August, 1901. THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA THE Company & Steamship

"PERLA," Captain J. MoArthur, will be despatched as above on FRIDAY, the 9th inst. at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chambe ... A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 3rd August, 1901.

ADVERTISEMENTS

EMPLOYMENT WANTED

DY a thorough English-speaking, West-India-born Chinese, with good commercial knowledge, a Situation as Salesman, Interpreter, Clerk, Book-keeper, Store Assistant, or Assistant Compredore. Good references. Address-

Care of Daily Press Office. Hongkong, 5th August, 1901. THE OBAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI TIA SWATOW AND AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 18th instant, at Noon.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hougkong, 5th August, 1901.

BANK HOLIDAY.

I N accordance with Ordinance No. 6 of 1875, the undermentioned Banks will be CLOSED for the transaction of Public Business TO-DAY (MONDAY), the 5th

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. T. H. WHITEHEAD, Manager, Hongkong. For the Hongkong & Shanghai Banking

CORPORATION. T. JACKSON. Chief Manager.

the NATIONAL BANK OF CHINA, LIMITED. GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCANTILE BANK OF INDIA, JOHN THURBURN, Manager, Hongkong: For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

L. BERINDOAGUE, Acting Manager. For the BANK OF CHINA & JAPAN, LIMITED. J. W. R. TAYLOR.

Manager. For the YOKOHAMA SPECIE BANK, LIMITED. TARO HODSUMI. Manager. For the IMPERIAL BANK OF CHINA.

E. W. RUTTER. Managera For the DEUTSCH-ASIATISCHE BANK. E. F. GROS.

Acting Manager. Hongkong: 31st July, 1901. INSURANCE HOLIDAY.

THE Undermentioned Insurance Offices will be CLOSED for the transaction of Public Business TO-DAY (MONDAY), the 5th August.

JARDINE, MATHESON & CO., General Agents, CANTON INSURANCE OFFICE, LIMITED, General Managers, HONGKONG FIRE INSURANCE Co., LD.

For the UNION INSURANCE SOCIETY OF CANTON, LIMITED. W. J. SAUNDERS, Secretary. For the NORTH CHINA INSURANCE CO.,

W. H. PERCIVAL, Agent. For the China Traders' Insurance Co., LIMITED.

W. H. RAY, Secretary. For the YANGTSZE INSURANCE ASSOCIA-TION, LIMITED. SHEWAN, TOMES & CO.,

Agents. For the CHINA FIRE INSURANCE Co., LD. GEO. L. TOMLIN, Secretary. Hongkong, 30th July, 1901.

WANTED. LOR an Outport, a Young Person who speaks French, English and Cantonese.

Board and Lodging provided for .. Apply, stating torms, to-"TRADER." Care of Office of this Paper. Hongkong, 3rd August, 1901.

WANTED. COMPETENT and reliable RE-

PRESENTATIVE for a leading ENGLISH CONFECTIONERY FIRM. Give particulars and European references under No. 26, Care of T. B. BROWNE'S ADVERTISING OFFICES, 163, Queen Victoria Street, London, E.C. Hongkong, 3rd August, 1901.

WANTED. TOOARD and LODGING or to join a D thoroughly good Mess. Reply, in confidence, to-

Z. A. C., Care of Daily Press Office. Rougkong, Srd August, 1901 WANTED.

JOBBING COMPOSITORS. COOD Permanency for competent men. Apply at-Daily Press Office.

Hongkong, 30th July, 1901. IMPERIAL BANK OF CHINA.

A N experienced man of business to act HE COMPRADORE from next China Full particulars can be obtained on applica-

ion to the undersigned. For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.

Hongkong, 31st July, 1901.

A N OLD LIGHTER fit for breaking up, built of Oak and Fir and generally Iron Fastened. Copper Sheathed. Can be seen on application at Kowloon Naval Yard.

Apply, by Letter-COMMANDER, Naval Yard. Hongkong, 3rd August, 1901.

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTIETH ORDINARY HALF-YEARLY MEETING SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, TO. MORROW (TUESDAY), the 6th August, at 12 o'CLOCK NOON, for the purpose of receiving a Report of the Directors, together. with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive. By Order of the Board of Directors.

Secretary. Rougkong, 16th July, 1901.

HONGKONG AND SHANGHAI BANK. ING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in Corporation will be held at the City Hongkong, on SATURDAY, the 17th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1901. By Order of the Court of Directors.

T. JACKSON, Chief Manager. Hongkong, 31st July, 1901. HONGKONG AND SHANGHAI BANK-ING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATUR-DAY, the 3rd, to the 17th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered. By Order of the Court of Directors.

Chief Manager. Hongkong, 31st July, 1901. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

T. JACKSON.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 19th August, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1901. The TRANSFER BOOKS of the Company

will be CLOSED from the 5th to 19th August, both days inclusive. By Order of the Board of Directors. THOS. I. ROSE,

Secretary. Hongkong, 26th July, 1901.

CHINA TRADERS' INSURANCE COMPANY, LIMITED. NOTICE IS HEREBY GIVEN that

Scrip Certificate Number 4,212 issued. on the 3rd day of September, 1895, for 10 Shares Numbered 3,021 to 3,030 in the above Company, registered in the name of JOHN HERRICK McMICHAEL of Shanghai, having been LOST or STOLEN, a new Certificate for the same will be issued one month from the date hereof. The original Certificate being considered by the Company as null and void, no transaction taking place thereunder will be recognised by the Company. W. H. RAY, Secretary,

China Traders' Insurance, Co., Ld. Hongkong, 1st August, 1901,

WE have This Day Authorised Mr. Firm PER PROCUEATION. CHINA EXPORT-IMPORT & BANI COMPAGNIE.

NOTICES OF FIRMS

Hongkong, 1st Angust, 1901.

THE Business of MESSES. TURNER & CO, in Hongkong has been transferred to the Undersigned, who will continue to carry it on under the same Name, Style and Title of

TURNER & CO. R. CHATTERTON WILCOX. DEFERBING to the above, MR. HAROLI

IL CHATTERTON WILCOX has been admitted a PARTNER-in-our-Firm from this' TURNER & CO.

Hongkong, 25th July, 1901.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions I from W. D. BRAIDWOOD, Esq., to Sell by Public Auction. TO-MORROW (TUESDAY),

the 6th August, 1901, at 230 P.M. at "CRAIGENGOWER," Caine Road, A QUANTITY OF HOUSEHOLD FURNITURE

SUNDRY ECHOOL FORMS and DESKS, &c. (Full particulars from Catalogue.) On View from Monday, the 5th August. TERMs.—Cash on delivery.

GEO. P. LAMMERT, Auctioneer. Hongk ong, 1st August, 1901.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell-by Public Auction, FOR ACCOUNT OF THE CONCEENED, TO-MORROW (TUESDAY), the 6th August, at 3 r.m., alongside Douglas

S.S. Co.'s Wharf, ONE STEAM BAUNCH. Length, 47 feet; Beam, 8 feet; Depth, feet 6 inches; Cylinders, 5 inches by 74 inches. Built in 1895. Hull Engines and Boiler thoroughly overhauled in November, 1900; and all Copper en her Bottom renewed-Non-Condensing. TERMS .- As usual.

HUGHES & HOUGH. Hougkong, 30th July, 1901.

**AUCTIONS** 

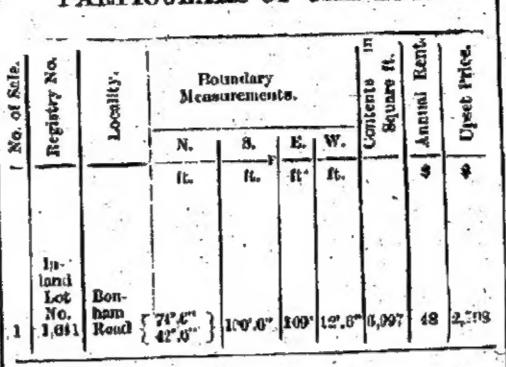
GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CEOWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, TO-MORROW (TUESDAY), the 6th day of August, 1901, at 3 P.M., are published for general information. By Command,

T. BERCOMBE SMITH Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 20th July, 1901.

Particulars and Conditions of the Letting by Public Auction Sale, to be held TO. MORROW (TUESDAY), the 6th day of AUGUST, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LCT.



GOVERNMENT NOTIFICATION. No. 408.

THE following Particulars and Conds. I tions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, TO-MORROW (TUESDAY), the 6th day of August, 1901, at 3 P.M., are published for general information.

By Command. J. H. STEWART LOCKHART, Colonial Secretary. Colonial Secretary's Office, Hongkong, 27th July, 1901.

Particulars and Conditions of the Letting by Public Auction Sale, to be held TO. MORROW (TUESDAY), the 6th day of AUGUST, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years, com-

mencing from 15th March, 1899. DADDICULARS OF THE LOT.

No.of Sale.	Registry No.	Locality.		Me	Joundar patremo	y nte.	Contents in Square it.	Annual Rent	Upset Price.
No	Be	7	N.	8.	E	w.	200	¥	9
_		~	ft.	ft.	ft.	ft,			*
	1.	. If we	1		4	İ			9
	Rural Build-				, ,	-	ASAN 1	1.	
1	ing Lot No. 108	Peak Road	12"	477	56°,0" 51°,6"	360	2,00	26	780

PUBLIC AUCTION.

TESSES. HUGHES & HOUGH have received instructions from the Vendors to Sell by Public Auction in

SIX LOTS, VALUABLE LEASEHOLD PROPERTY,

Situate at Yaumatos in the Dependency of Kowloon and Colony of Hongkong registered in the Land Office respectively as Kowloon Inland Lots Nos. 280, 281, 282, 283, 284 and

MONDAY, the 12th day of August, 1901, at 3 P.M. on the Premises. The following is a description of the Pro-

Lot I. All that Piece or Parcel of Ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 280 together with the Messuage or Tenement thereon known as No. 11, Re clamation Street, Yaumatee. Area 750 square.

feet. Annual Crown Bent \$10. Lot 2. All that Piece or Parcel of Ground situate lying and being at Yanmatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 281 together with the Messuage or Tenement thereon known as No. 13, Reclamation Street, Yaumatee. - Area 750 square

feet. Annual Crown Rent \$10. Let 3. All that Piece or Parcel of Ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 282 together with the Mes-Buage or Tenement thereon known as No. 15. Reclamation Street, Yammatee. Area 750 square feet. Annual Crown Rent \$10.

Lot 4. All that Piece or Parcel of Ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 283 together with the Messuage or Tenement thereon known as No. 17, Reclamation Street, Yanmatee. Area 750 square feet. Annual Crown Rent S10. Lot 5, All that Piece or Parcel of Ground

situate lying and being at Yaumatee aforesaid registered in the Land Offce as Kowloon Inland Lot No. 284 together with the Messuage or Tenement thereon known as No. 19, Reclamation Street, Yaumatee. Area 750 square feet. Annual Crown Rent S10, ... Lot.6. All that Piece or Parcel of Ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland

Lot No. 285 together with the Mossnage or Tenement thereon known as No. 21, Reclamation Street, Yaumatee. Area 750 square feet. Annual Crown Rent \$10. All the above 6 Lots are held from the Crown for the term of 75 years. For further Particulars and Conditions of

JOHNSON, STOKES & MASTER,

Solicitors for the Vendors, or to HUGHES & HOUGH, Auctioneers. Hongkong, 29th July, 1801.

BANK<sup>8</sup>

HONGHONG SAVINGS BANK.

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T. JACKSON, Chief Manager. Hongkong, 4th October, 1900.

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J. S. VAN BUREN, Esq.

C. EWENS, Esq.

C. S. SHARP, Esq.

H. W. SLADE, Esq.

HO TUNG, Esq. General Managers : Messes. JOHN D. HUMPHREYS & SON.

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General Managers. Hongkong, lat February, 1901.

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SUBSCRIBED CAPITAL. Shanghai Tls. 5,000,000 PAID-UP CAPITAL

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PAID-UP CAPITAL ...... 2 324,374

HEAD OFFICE-HORGEORS.

Chief Manager SEO. W. F. PLAYFAIR.

Interest for 12 Months E zed ..... 6

Hongkong, 23rd March, 1899. THE BANK OF TATWAN (FORMOSA) LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CLARTER).

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> BRANCHES: Hankow Calcutta Tsingtan Kiantschou) LONDON BENKERS

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UNION BANK OF LONDON, LTD.

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LIMITED.

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Manager Hongkong, 1st June, 1901. [27 POHOOMULL BROTHERS

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MOND TERRACE. Apply to-LAU CHU PAK Care of A. S. Watson & Co., Ltd.

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Apply to-S. A. RAMJAHN, Care of Thomas's Grill Room. Hongkong, 1st Angust, 1901.

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Apply to-KWONG CHEONG WO. No. 239, Des Vesux Road. Hongkouz, 9th July, 1901.

TO LET. TIWO FURNISHED ROOMS, QUEEN ROAD CENTRAL, No. 72. APPLY ON THE PREMISES. Hongkong, 29th July, 1901.

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9. VICTORIA STREET, HONGKONG (Next to Central Market). GEO. MOIR, Manager. Hongkong, 1st August, 1901.

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TELEGRAMS: "CARMICHAEL," HONGKONG A B C Code, 4th Edition. A 1 Code. Lieber's Standard Code. TELEPHONE, 232. Hongkong, 21st June, 1901.

#### OUR PARIS HETTER.

Paris, 6th July. their unanimity is wonderful. They are now one as regards suppressing the furious driving. of motor-cars. That is a boon and a blessing. A moderate rate of speed was accepted, but that toleration soon degenerated into licence. It, was said that spinning along the highway at 50 miles an hour, with its moving accidents by flood and field, proved a remedy for neurosis. In France, that is to say, Paris, motors will be but kept themselves quiet, and left their neighlimited to a maximum speed of 15 miles an bours alone—a most difficult exaction—no one hour, while the said vehicles must have dis- will or would interfere with them. Germany played in conspicuous mammoth figures its has not toucked them since 1870, and it was only number, as registered at the tax office and at when ex-Foreign Minister Hanoteaux practised the Prefecture of Police. There are proprietors | his "slimness" with Marchand at Fashoda, of motor-cars who always want to astonish the that England pulled him up. France is to natives, and who rush headleng on the roul have a submarine fleet of 60 vessels, supplied regardless of consequences to everybody and with lime-plaster for the crews to render them everything. They are simply lunatics. Some- proof against vitiated air. The fleet on leaving times they are captured, and, being mostly rich, Ajaccio were surprised to find that the battleship have to pay dear for their enjoyment. In the Juurequiberry had been struck by a dummy courts, they have only to pay the fine, but torpedo. The destroyers in vain searched for | 783-17 outside they privately arrange for all claims the concealed fee that could not be found. of compensation. Go-carts, costermongers. When the coast was quite clear, the submarine market-carts, etc., all are fair quarry for the Gustave Zeote, rose to the surface, and wished motor. Being such warm friends with Russia, the "top of the morning" to the Maritime the French Automobile Club ought to be able | Prefect, But in time of war, will it be so easy to supply the Muscovites who manufacture to so creep upon a battleship." Of course, no cripples" for speculative mendicity with the independent eye witnessed the incident victims made by their motor-cars. The ladies display a marked desire for furious driving when in charge of a car. As they have passed their examination to become a qualified chauffeur, and thus have been delivered a driving licence which they carry on them in a cartridgecase, along with their photo, they are difficult to deal with. "It is the pace that kills," said

Lord Palmerston of old. The bill on the regularisation of the religious monastic orders has become law. It was freely predicted that were such a measure voted, the paying stones, in Paris at least, would rise in mutiny. Fiddlesticks! the nation is as quiet as a land, and is occupied with nothing but the heat, storms, and rain. Not a voice is raised for the invesion of England, even when the French fleet is practising high jinks in the Mediterranean. All societies not provided with permission to pitch their tent in France, or governed by a foreign council, have three months' grace to fold up their tents like the Arabs, and as quietly steal away. If they cannot establish other than clerical rites, their property, will be confiscated for the henefit of the poor, sick, and indigent. The Jesuits will thus be severely hit. They, and their confeders must petition for leave if they want to keep their flourishing scholastic establishments " going concerns." That would mean complete subjection in studies and teaching to the Minister of Public Instruction. As no favours will be granted, the monks of Chartreuse will have to part with their mountain factory to a lay body. They cannot distil their liqueurs elsewhere, for the herbs or plants employed only grow in a limited region round the monastery. However, after a little time, when the defected recover from their wounds, they will no longer be making political warfare against the Ropublic and there will be peace-at all events within its

The French naval anthorities are giving great expansion to their autumn manouvres. The problem to solve is, how to prevent a fleet coming to re-inferce that of an enemy in the Mediterranean: in other words, how keep the English Channel Squadron from joining its larger squadrons in the Great Inland Sea. France would employ all her resources in Algeria, Tunisia, and her Continental coastline to accomplish the desired solution. England has only to have plenty of battle-ships, cruisers, and torpedo-destroyers. These the French know she will possess. They note the excitament preveiling in Great Britain over some defects in the navy; but they do not at all consider that such expose her to the mercy of an enemy. In provoking a war, the French will write and orate, but to got them to join an invasion, ran wholly by themselves, that they will never do. England has her plan cut and dry for defence and attack. She can just as well purchase allies in the market as France, and even better. And the French new recognise that by trotting out the invesion of the British Empire a big order she has taught the English how to quietly arrange for the partitioning of France. "The villiany you teach me, that I will execute," said Shylock. There are good bits of French territory that England could tempt Italy, Germany, and Spain to aspire to, backed by her aid. And no one believes that the unity of France, distracted by so many parties, would long survive internal convulsions. In 1870, Emile de Girardin, the self-appointed national medicine-man, proposed the breaking up of France into federated states. But Alsace was amputated, and remains out of all plans of Gallic unity. France has plenty of work to do to keep her budget balanced on the right side, to develope her colonies, to expand brother " with loans, instead of fooling herself Rot, and Dampaoes. over invasions.

A new smart set has come to life in Paris, and compete with horses, bicycles, and motorcars. They are the "Zoophiles." One Spanish lady drives a tandem with a pair of bullocks in the Bois de Boulogne; Madame Rejane, the actress, drives her phaeton zebras; Madame Sarah Bernhardt's alligators are being trained; an Egyptian lady drives a splendid turnout of four large asses; a señora from Madrid has her mules and bells; and Danish dogs draw children carriages, as do also goate. A showmen has solicited permission to drive his mail-cart with a lieness and a tiger harnessed thereto. A few elephants and camels could be loaved, as well as giraffes. The resources of civiliantion are

unlimited England complains of being cut out of the Stock of specially selected quality. A trial locomotive market by the Americans, who make solicited. Special Terms to Experters. the machines more rapidly, cheaper, not so well 1354 finished, but possessing excellent works. The

French Legislature haslearned the horrible news flat the Great Northern Railway of France has THEODORO bcome so degenerate in its patrictism as to lay Whenever the French do agree together, in a stock of locomotives, manufactured, not in the States, but in England. The Ministry said the company was short of engines, the order. could not be executed in France and English machines were judged as more superior to those

built in America. It is a puzzle to the French themselves, what is their object of building up so huge a navy when their commerce is modest, while if they M. Paulin is the 'accepted " beggar agent'

of Paris. He has the crank instead of keeping e racing-stud, a yucht, or a mile-a-minuter motor, to have quite an arsenal of disguises, personal and accessory. He makes himself up in every form of beggarhood, and its appliances; he has monkeys, and barrel-organs, dogs that hold collecting-baskets in their mouths for the smallest contributions; he has a collection of false noses, whiskers, wigs, and similar paraphernalia, as would fit out an opera or masked bull. He is very rich too, and gives more than a tenth of all he possesses to the poor. But his fad is, to be allowed to beg when and where he pleases; the police have instructions to never interfere with him. He usually collects some 40 francs a day, and as much as 100 francswhen the times are very lad. His working day-often more than eight hours-over, he regains his carriage at an appointed place, drives to the Presecture of Police, and hands in for the poor the net preceeds of his solibitations, 'He makes most money on Sundays, when rigged out as an old deaf, dumb, and blind begger, accompanied by his dog "Timon." Jean Legoff concluded he could tap that port of thing advantageously. He set up in the beggar line, and made 30 francs a day for some yours; that kept him up as a very fashionable and smart member of society, and a well-known boulevardier. But a policeman observing Legoff, who is a Russian, recognised the swindler, despite his ragged attire, soliciting alms in the street. He will have to rotire; to private life for a mouth to cease to do wil and learn to do

#### OREGON LUMBER.

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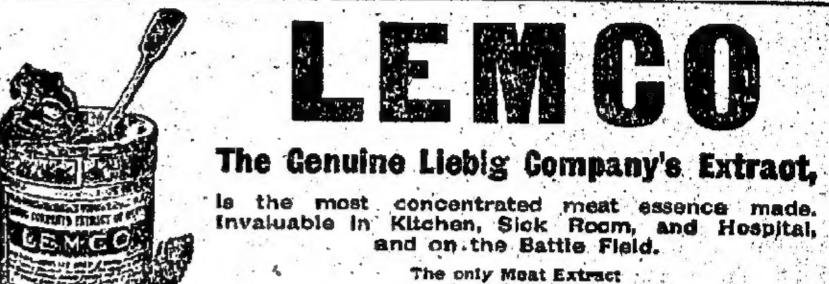
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Dr. E. D. MOORE'S ESTABLISHED Hot Water only required. Economical. Compact.

Delicious and Strengthening. Expert: C. & E. Morton. Crosse & Blackwell, etc., London.

WAY CU Supplied in Three Grades. Mild Medium & Strong. PACKED IN AIR TIGHT VACUUM TINS MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked.

Reservation the anchorage of any Vessel, the Harbour has been divided into Four Sections. Commencing from Green Island. Vessels anchoring nearest Kowloon are marked.

Reservation the anchorage of any Vessel, the Harbour has been divided into Four Sections. Commencing from Green Island. Vessels anchoring nearest Kowloon are marked.

Reservation the anchorage of any Vessel, the Harbour has been divided into Four Sections. Commencing from Green Island. Vessels anchoring nearest Kowloon are marked. 8. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier.

2. From Harbeur	daster's to Blake Pier.	100	1.		FOR PREIGHT APPLY TO	TO HE DESPATCHED
	VESSEL'S NAME	PLAG & RIG	BEETH	CAPTAIN		To-morrow.
DESTINATION		-	2 m.	**********************	BUTTERFIELD & SWIRE	On 17th inst. at Noon.
	DEUCALION	Brit. str	2 78.	F. W. Vibert, B.N.B.	P & O S N. Co.	A MARIE THE
ANDON	CCROMANDEL	Brit. str	. ^		HIPPERFIELD & SWILLIAM	On 3rd September.
ONDON. &C., VIA PORTS OF CALL.	PELEUS	Brit. str		48 Indigentranterstangere	BUTTERFIELD & SWIPE	On 10th inst.
CATTON	Qmustron	Brit. str			THE PERFORMANCE REPORT AND THE PROPERTY AND ADDRESS OF THE PERFORMANCE AND ADDRESS OF THE PER	On 8th inst. at Noon.
ONDON	PATROCLUS	Ger. str	\$	P. Grosch	MELCHERS & Co. NIPPON YUBEN KAISHA	On 9th inst., at Daylight.
LIVERPOOL DIRECT	STUTTGART	Jap. str	1 -	W. Thompson	AP	
BREMEN. VIA PORTS OF CALL	EADO MARO	Fren. str.	2 m.	Ristorcelli		On or about 10th inst.
MARSEILLES, &c., VIA PORTS OF CALL	Marian	Brit. str	2 m.	E. G. Andrews	TI TOTAL	On 23rd inst., at Daylight.
MARSEILLES & LONDON	TABACUT MAR	Jap. str	2 m.	J. S. Thompson	TT. service ARESTICA LINIE	OH VON TOO
MARSEILLES & LONDON	Agrett	Ger. str. :-	2 m.	v. Döhren	HAMRURG-AMERIKA LUNIE	On 27th inst. On 10th September.
MARSEILLES, LONDON & ANTWERF, V. S-PORE, &C. HAVRE, BREMEN & HAMBURG	ArpyiVDRIA	Gor. str		Roerden	WANTEDOG-AMERIKA LINIK	A A1-1 Cartambar
HAVRE, BREMEN & HAMBURG HAVRE & HAMBURG	SINTRIA	Ger. str		Porzelius	Transport A MERIKA LINES	
TAVRE & HAMBUILL	AMBALISTA	CLAL BOT.	1 24	Ehlers	TAMBURG AMERIKA LINIE	On 7th inst
TAVRE & HAMBURG	APARIA	Cor. Bir.		CONTRACTOR DESCRIPTION OF THE PROPERTY OF THE	DODWELL & CO. LIMITED	O Loud 5th ingt
HAVRE & HAMBURG	HEDBON	DITE BLA	1	Williamson	RUEWAN TOMES & CO	O . L. Januartoh
TOTAL VORK VII PORTO DE ROTA CARA	A = 1 m s	DITE DVA.		Kendall	TO A SPACE OF THE ACT	S toladomotols
STATE VILLER VIL MUEZ DAMAN MARKET	T Committee	ALIBER A DELIBER	n. w.	**********************	I I MANAGEMENT IN A RESPECTIVE OF CONTRACTOR	Onick despatch.
TOTAL VIDEO	T TO Character &	Tristry of Overline	2 m.		LICATOTIVALA INFIBILITA ANDRES	** 1 DE46 11at
NEW YORK NEW YORK VIA SUEZ CANAL	ARAGONIA	Ame shin	1 m.		SHEWAN, TOMES of CO.	On 7th inst.
NEW YORK VIA BUEZ CANAL NEW YORK	MANUEL LLAGUNO	Reit str	2 %h.			On 14th inst., at Noon.
NEW YORK VANCOUVER. VIA SHANGHAI, &c	EMPRESS OF CHINA	Brit. atr.	2 m.	G. D. Bowles, B.N.	R. CANADIAN PACIFIC R. CO DODWELL & CO., LIMITED	To-morrow.
VANCOUVER, VIA SHANGHAI, &c	TARTAR	Brit. str.	41	J. Alwen	DODWELL & CO.	To day, at 4 P.M.
VANCOUVER, VIA MOJI, &c SHANGHAI, &c VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c	TACOMA	Jap str.		S. J. G. Parsons	1 we Werestal H ATHHA	On 19th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &C. VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C.	TOSA BLARU	Jap. str.	2 m.	H. Petersen	Townsor VIIIIN KAISHA	The second secon
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C	WAMARURA MANU	Jap. str.	2 m.	J. W. Ekstrand	TARREDE MATHESON & CV. 144	*** *** * * * * * * * * * * * * * * *
THOTORIA (B.C.) & SEATTLE VIA	VANGTUZE	DIL. BUT.			QUEWAN, TOMES & CO.	" of all twee at Dawlight
TOTAL TALLET & SELECT A LINE OF THE SELECT A LINE O	1 Transporter Constitute Con	BITTE BUC.	$\dots$ 1 $m$ .		PLAND KIREM KAISHA	at Mann
PORTTAND (UK.)	NIPPON MARII	Jap. sur	2 774		D. CTOYC MATL S. S. CO	TO MANAGE A A STATE
BAN FRANCISCO VIA MANGETTA STATE OF	CHINA.	TALLES TO DUE .	2 m.	TV	QUEEN TOMES & CO	2 1 4 15th Sont
FAN FRANCISCO VIA AMOT, CHARLES	Tringshire	BITTE BUT.			RIPPERETELD & SWIRE	THE THE COLUMN THE PARTY OF THE
GAN FRANCISCO	STRATHGYLE	Drie Ber.	4.	1 2 1 11	Gran Livingston & Co	On 23rd inst., at 4 P.M.
CAN THE RIGHT AND ALCOHOLIST	1 47 m m24TI TE	DATE DOLL		TT 17	NIPPIN LUSEN ALGEBRA	The state of the s
AUSTRALIAN PULLS	KARUGA MARU A	Jap. ser.	2.m	T The A January D M	- 1 1 12 13 N. N. UU	On 9th inst.
AUSTRALIAN PORTSYOKOHAMA VIA SHANGHAI & KOBE	FORMOSA	Brit. str.	2 m		BUTTERFIELD OF STATE	On 16th inst., at Daylight.
THE CONTRACT OF THE PARTY AND ADDRESS OF THE P	Of	Jap. etr.	***	WEST PER	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
KOBE & YOKOHAMA	SANUKI MARU			THE ME TO COLUMN THE TAX	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
		Jap. str.	2 m	N. Tate	NIPPON YUSEN KAISHA	CALL TOOLS TITOON
NAGASAKI. KOBE & YOKOHAMA	ROBETTA MARO	Jap. str.		M. Yagi	DODWELL & Co., LIMITED	CALLED CONFIDENCE
ARCOUNT TEACHER OF VEHICLES AND ARCOUNTS		Brit. str.	1 70		Consecutive & CO	The Market of the second
TET A DEVOSTULER.	On Charles	Ger. str.	1 2	. Johansen	6 CA	T T T T T T T T T T T T T T T T T T T
ATTINKIANG & WUHU	Terrenant	1 .		Schuldt	- A A A A A A A A A A A A A A A A A A A	
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		Jap. Bur.			December Prest, D. & SWIRE	Thornight
		Brit, Bur.	2 2	A A A	Margarit Ritigal M. K. Alsh A.	mises . Williams
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A A		18b. att.		19 19 19	PONOTAR LAPRAIK & CO	(11.11)
THE A SECURITY STATE IN VI. A. L. U. VI. CO. A. L. U. A.	HAILOONG	Brit. Bur.		TO A	GANDER WIELER & CO	On 8th inst., at 5 P.M.
		Aus. scr.		T Tr. Ludhum	Greene TOMES & CO.	On 7th inst., at 3 P.M.
THE ART THE A R. THE LEWIS P. L. A.C., VIA LUMING CO.	There a 4	Brit. str.	-	T G Spence	DAVID SABSOON, SONS & CO	On 13th inst. at Noon.
		Drib, Bur		w. D. Costs	CARLOWITZ & CO.	On 16th inst., at Noon.
	Donwent	TOBI, BUT-	4.00	n. T. Murai	NIPPON YUSEN KAISHA	
BOMBAY VIA SINGAPORE & PENANG		Jap. nur.				TTT
BOMBAI, VIA BINGAPORE & COLLEGE	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Colonics. Tai	shan.		TOO AMERI	TA TINTE

#### SHIPPING.

ARRIVALS. Aug. 2, ROBERT DICKINSON, British str., 1,331 McDonnell, Penang 25th July, Petroleum, Oil.-ARNHOLD, KEEBERG & Co. Aug. 2, Dr. Hans Jerg Klaur, Norwegian str.,

691, H. Larsen, Chefoo 27th July, Beans.-Aug. 3, FEICHING, British str., 980, J. N. Gordon, Hollow 2nd August, General .-

Aug. S, TARTAR, British str., 2,768, E. Beetham, Vancouver, B.C. 3rd August, General. C. P. R. Co. Aug. 3, Wingsano, British str., 1,517, Sellar,

Canton 2nd August, General.-JARDINE, MATHESON & Co. Aug. 3, Taunugisan Manu, Japanese str.,

4,128, I. Narasaki, Kuchinotzu 28th July, Coal.-MITSUI BUSSAN KAISHA. Aug. 3, Tingsang. British str., 1,045, W. E. Sawer, Moji 28th July, Coal.-JARDINE, MATHESON & Co.

Ang. 3, UMTA, British transport, 3,450, R. W. Gimblett, Calcutta 21st July. Aug. 3, Phea Chom Klao, German str., 1,011, . A. Morris, Bangkok 28th July, Rice

and Timber.-BUTTERFIELD & SWIRE. Aug. 3. Taisang, British str., 1,544, R. C. Bradley, Shanghai 30th July and Swatow 2nd August, General,-JARDINE, MATHE-BON & Co.

Aug. 4, MIRANI, British transport, Sandeland, Calcutta 22nd July. Aug. 4, GLENTURRET, British str., 3,926, R.

Webster, Middlesbro', Antwerp and Singapere 29th July, General, McGREGOR Bros. & Gow. Aug. 4, MAIDZURU MARU. Japanese str., 667, Suzuki, Anping 1st August and Swatow

3rd, General.-M. B. KAISHA. Aug. 4, CARTHAGE, British hospital ship, 5,198, Lendon, Shanghai 1st August. Aug. 4, GLORY, British battleship, 12,500,

Corlor, Amoy 3rd August. Aug. 4, LOONGMOON, German str., \$1,245, Canton 4th August, General.-SIEMSSEN CLEARANCES.

AT THE HARBOUR-MASTER'S OFFICE. 3rd August. Feiching, British str., for Haiphong. Onsong, British str., for Hongay. Telemachus, British str., for Saigon, Mara Kolb, German str , for Chewaichow. Holstein, German str., for Saigon. Jacob Diederichsen, German str., for Hoihow. Taicheong, German str., for Hongay. Petrarch, German str., for Saigon. Daijin Maru: Japanese str., for Swatow. Tsurugisan Mara, Jap. str., for Kutchinotzu. Kwanglee, British str., for Shanghai. Bungkiang, British str., for Manila. Tantalus, Pritish str., for Japan. Thales, British str., for Swatow. Wingsang, British str., for Shanghai. Fooksang, British str., for Canton. Kong Beng, German str., for Bangkok. Hodhao, French str., for Holhew. Dr. H. J. Kiaer, Norwegian str., for Canton.

DEPARTURES. 3rd August. HONOKONG MARU, Jap. str., for San Francisco. BENGAL, British str., for Europe. HONGWAN I, British str., for Amoy. Mogul, British str., for Shanghai. MASSILIA, British str., for Shanghai. KWANGLEE, British str., for Shanghai. SUNGRIANG, British str., for Manila. TANTALUS, British str., for Japan. THALES, British str., for Swatow. WINGSANG, British str., for Shanghai. FOOKSANG, British str., for Canton. Kone Bene, German str., for Bangkok. HOIHAO, French str., for Hoihow.

DE. H. J. KIAEE, Norw. str., for Canton. - 4th August. DAIJIN MAEU. Japanese str., for Swatow. TAICHEONG, German str., for Hongay. HOLSTE: N. German stra for Saigon. TELEMACHUS, British str., for Saigon. ONSANG, British str., for Hongay. MARA KOLE, German str., for Chewaichow.

YESSELS IN DOCK. 3rd August.

ABERDEEN DOCKS .- Petrarch KOWLOOD DOCKS. - Y. Sontau, Sishan, Zaire, Canton River, Tweed.

#### COSMOPOLITAN DOCK .- Colonics, Taishan, D. J. de Austria: SHIPPING REPORTS.

The Japanese steamer Tsurugisan Maru, from Kutchinotzu 28th July, had light S.W. breeze, fine weather and smooth sea. The German steamer Phra Chom Klao, from Bangkok 28th July, had fair weather all the way, up to the 3rd when strong breeze set in. The British steamer Glenturvet, from Middlesbro', Antwerp and Singapore 29th July, had fine weather to Singapore. From Singapore to Bombay Shoal fresh S.W. breeze, moderate sea and heavy rain; from thence strong S.W. breeze;

moderate sea and dull, cloudy weather. NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour :--

L. SCHEPP, American ship, C. S. Kendell .-Carlowitz & Co. SEA WIICH, American ship, Howes.-Master

VESSELS ON THE BERTH

SHEWAN TOMES & CO.'S NEW YORK

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ARARA,

Captain Williamson, will be despatched for the above port on or about 5th August, and will be followed by the Steamship

on or about 15th September. For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 22nd July, 1901. IMPERIAL GERMAN MAIL LINE. STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "PRINZESS IRENE," OF THE NORDDEUTSCHER LLOYD. Captain P. Wettin, due here with the outward German Mail about MONDAY, the 5th inst.,

will leave for the above places about 21 hours after arrival. NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO.,

Agents. Hongkong, 2nd August, 1901.

HAMBURG-AMERIKA LINIE. FOR SHANGHAL THE Steamship

"LOONGMOON." Captain Schuldt, will be despatched for the above port TO-MORROW, the 6th inst, at This Steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to SIEMSSEN & CO.

Agents. Hongkong, 1st August, 1901. AUSTRIAN LLOYD'S CEAM NAVIGA-

STEAM MANILA. SINGAPOLE, BOMBAY. PORT SAID, FIUME AND

TRIESTE. (Taking Cargo at through rates to the BRAZILS, BLACK SEA, LEVANT, VINICE and ACRIATIC PERES).

THE Company's Steamship "MELPOMENE," Captain, Matcovich, will be despatched as above TO-MORROW, the 6th August, P.M. For information as to Preight, apply to SANDER, WIELER & CO.,

A zenta. Hongkong, 26th July, 1901.

#### LINIE. HAMBURG-AMERIKA NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, UPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK BEA and BALTIC PORTS, NOETH and SOUTH AMERICAN PORTS.)

# PROPOSED SAILINGS FROM HONGKONG.

·		
	SUBJECT TO ALTERATION.  DESTINATIONS.	BAILING DATES.
ACILIA STEAMERS.	HAVRE, BREMEN & HAMBURG	On 9th Ang. Freight.
- TTANDIA	(Calling at Singapore and Colombo)  HAVRE & HAMBURG  (Calling at Singapore and Penang)	On 27th Aug. Freigne.
Capt. Roorden	(Calling at Singapore and Penang) HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th Sept. Freight and
Capt. Porzelius	(Calling at Singapore and Colombe)	On 21st Sept. Freight.
Capt. Ehlers	(Calling at Singapore and Penang)	on 5th Oct. Freight.
ADARTA	Calling of Singapore and Penang)	
ARAGONIA	NEW YORK VIA SUEZ CANAL end of August or beginning September ars, apply to	. Freigne.
For Forther Particula	ers, apply to	MEDIKA LINIE.

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Holkkong, 27th July, 1901;

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD. AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

> PUNCTUALITY. SPEED. SAFETY.

"Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION). EMPRESS OF CHINA"... Comdr. R. Archibald, R.N.B... WEDNESDAY, 7th Aug., 1901-" TARTAR," 4,425 Tons ... Comdr. E. Beetham, R.N.R. ... WEDNESDAY, 14th Aug., 1901 EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 28th Ang., 1981 \* "ATHENIAN," 3,882 Tons Comdr. H. Mowatt ...... WEDNESDAY, 4th Sept., 1901 "EMPRESS OF JAPAN"...Comdr. H. Pybus, B.N.R. ..... WEDNESDAY, 25th Sept., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famors INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN. of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continen FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL EATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, Japan Governments.

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL. TRAINS (the Company having received the highest uward for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate through which the Railway passes.

by the Company, and their appointments and Cuisine are unexcelled.

\* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Salcon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage The "TARTAR" takes First Class and Steerage Passengers only. The run is usually

made between YOROHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agen, Pedder's Street

[8] Hougheng, 25th July, 1901.

### NEDRONAVUSENVEKUISEIA (THE JAPAN MAIL STEAMSHIP COMPANY):

STRAMERS.	GS FROM HONGKONG—SUBJECT	CONTROL CONTROL OF THE CONTROL OF TH	
	VICTORIA, B.C. and SEATTLE,	MORDAY,	5th Aug., 18
OBA MARU	USA VIA SHANGHAL MOJI.	4P.M.	
S. J. G. Parsons	KOBE and YOKOHAMA		
	MARSEILLES, LONDON, and)		9th Ang.
ADO MARU	ANTWERP, VIA SINGAPORE	ESIDAY,	
W. Thompsen	PENANG COLOMBO & PORT		
	SAID		13th Aug., 8
INKE MARU	MOJI, KORE and YOKOHAMA		
M. Yagi	2. A 1. A 1. A 2. A 2. A 2. A 2. A 2. A		16th Apg.
ANUKI MARU		A DIVALUOR	The state of the s
W. Townsend			16th Aug., s
TEOSHIMA MARU	BOMBAY, VIA SINGAPORE and	NOOM	
T. Murai	COLOMBO a manual and a man		
and the second of the second of the second	VICTORIA, B.C., AND SEATTLE	the state of the s	19th Aug., 1
CAMAKUHA MARU	U.S.A. VIA SHANGHAL MOJI	4 P.4	
H. Petersen	KOBE and YOKOHAMA		
	MARSETLLES, LONDON, and	Dere .	ORed Aug
KAWACHI MARU	ANTWERP VIA SINGAPORE,	Thirties	
J. S. Thompson	PENANG, COLOMBO & PORT		
	C SAID	Retur	23rd Aug.,
ROSETTA MARU	NAGASAKI, KOBE and YOKO	Noon	
N. Tate	HAMA POTTENE		
	SYDNEY and MELBOURNE, vis	FRIDAY.	28rd Aug.,
KASUGA MARU	MANILA, THURSDAY ISLAND.		
H. Fraser	TOWNSVILLE and BRISBANE	(FRIDAY,	30th Aug.,
HAKATA MARU	- KOBE and YOKOHAMA	DAYLIG	A to the same of the same of the same of
F. L. Sommer	DA SEARCHT IN		
	VICTORIA, B.C. and SEATTLE,	MONDAY.	2nd Sept.,
KACA MARU	U.S.A. VIA SHANGHAI, MOJI	4 P.M.	The state of the s
J. W. Ekstrand	KOBE and YOKOHAMA Tickets and Bills of Lading issued for	the Princip	al Cities in
Through Passenger	Tickets and Bills of Lading Issued for and Europe, in connection with the GREA	m Mapmeran	RATIWAY I

# NORTHBRN PACIFIC STEAMSHIP

A. S. MIHARA, Manager.

Local Branch Office at Prince's Building, First Floor,

Hongkong, 5th August, 1901.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAL INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

7 1	NORTHERN	LWOTLIA	
**	Steamer.	Tons.	Captain. Proposed Sailing
TACOMA		2,811 3,601	J Alwen Angust 6th Angust 27th
BEAEMAR DUKE OF FIF	· · · · · · · · · · · · · · · · · · ·	3,821 2,837	J. S. Cox September 10th  I. Truebridge October Lat
OLYMPIA			

THE attention of Passengers is directed to the very charp rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EXTERN CITIES of the UNITED STATES and to EUROPE. HONGKONG TO LONDON, £52

Excellent accommodation. First-class Table. Dooron and France Control Passengers to EUROPE may proceed by one of the First-Class A LEANTIC MAIL LINES.

HONGKONG TO NEW YORK 248 The Railroad travelling is second to none on the American Continents two trans-continental trains daily from Tacoma; Dining Car is attached to trons-contamental craftis day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the LOCKY and CASCAGE MOUN-The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TAGO The best route to the KLONDYKE COLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL. Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED.

Hongkong, 17th July, 1991.

#### GERMAN IMPERIAL THE NED

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PCRT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE BLACK SEA AND BALTIC PORTS

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THEOUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION STEAMERS, Sth August. THURSDAY STUTTGART. 22nd August. THURSDAY 5th September. THURSDAY THURSDAY

KONIG ALBERT PRINZESS IRENE PRINZ HEINRICH WEDNESDAY 18th Comper. 30th October. PREUSSEN WEDNESDAY HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY 18th November. BACHSEN WEDNESDAY KIAUTSCHOU (Hamburg-Amerika Linie) ... 27th November. WEDNESUAY BAYERN ... 11th December. 25th December. WEDNESDAY STUTTGART WEDNESDAY KONIG ALBERT 8th Jan. 1902. WEDNESDAY PRINZESS IRENE ..... 22nd Jan 1902. WEDNESDAY PRINZ HEINBICH .... 5th Per 1902 WEDNESDAY PREUSSEN .... WEDNESDAY HAMBURG (Hamburg-Amerika Linie) WEDNESDAY SACHSEN
SACHSEN
N THURSDAY, the 8th day of August, 1901 at Noon, the Steamship "STUTT

GART," of the Nordentschen Lloyd, Captain P. Grosch, with MAILS, PASSEN-GERS, SPECIE and CARGO, will leave this Port as shore, CALLING AT NAPLES and GENCA. Shipping Orders will be granted till Noon on Tursday, the 6th August Cargo and Specie will be received on Board until 5 P.M. on WEDNERDLY, the 7th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 7th August. ontents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, Parcels should not exceed Two Feet Onbie in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stawardestes.

Linen can be washed on board. NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., AGENTS.

### Hourkong, 27th July, 1901. PENINSULAR AND STEAM NAVIGATION COMPANE:

-				rewarks.	
	FOR	STEAMERS	TO SAIL ON		
	MARSEILLES AND LONDON	MALACCA	About 10th August	Preight or Passage.	
1		( PARBAMATTA	About 16th	Freight or Passage are	
4.44	SHANGHAI	F. H. T. Cook & R.B.			
-	LONDON, &c	COROMANDEL	Angust	See Special Advertisemen	
	YOKOHAMA VIA		为于,就是一位在1000年,而1000人的第三人	II prejobt of Passage.	
	KOBE	J. D. Andrews, n.N.Z.	Angust		

Inland Sea For Further Particulars, apply to

HAMBING ED.

Hongkoug, 27th July, 1901

OUTWARDS. STEAMERS. On 9th Angust GLASGOW and LIVERPOOL ... ORESTES" .... On 13th August. GLASGOW and LIVERPOOL. On 20th August. "AJAX" GLASGOW and LIVERPOOL. On 26th August. "TYDEUS" GLASGOW and LIVERPOOL. 4th September. GLASGOW and LIVERPOOL ... HOMEWARDS. STEAMERS. On 6th August. "DEUCALION" On 20th August. "PELEUS"

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. B. Co. Hongkong, 17th July, 1901,

LIVERPOOL DIRECT ..... ?" PATROCLUS" ...... On 10th August.

On 3rd September.

### CHINA NAVIGATION THEMELED.

STEAMERS TO BAIL. "WHAMPOA" FOOCHOW & SHANGHAI..... KOBE & MOJI ..... "NINGPO" ..... On 9th August.

The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

> For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

> > NIPPON MARU

kohama, and Honolulu)

Kobe, Inland Sea, Yo-

kohama and Honolulu)

THE Twin-Scrow Steamship

AMERICA MARU (Tia

AGENTS.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED, SAILINGS FROM HONGKONG.

Shanghai, Nagasaki, SATURDAY, Aug. 24.

Kobe, Inland Ses, Yo- [1901, at DAYLIGHT.

Shanghai, Nagasaki, Tuesday, Sept. 17,

"NIPPON MARU"

will be despatched for SAN FRANCISCO

VIA SHANGHAL NAGASAKI, KOBE

INLAND SEA. YOKOHAMA and HONO-

LULU on SATURDAY, the 24th August,

1901, at DAYLIGHT, taking Freight and Passen-

gers for Japan, the United States, and Europe.

Steamers of this line pass through the IN.

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

lines of steamers, and to the principal cities of

Passengers holding through ORDERS TO

FUROPE have the choice of Overland Rail

reutes from Ban Francisco, including the

Union PACIFIC DENVER AND RIO GRANDE,

and NORTHEEN FAOIFIC RAILWAYS; also the

Passengers holding orders for OVERLAND

CITIES in the United States have, between

the Southern Pacific, CENTRAL PACIFIC,

and other direct connecting Railways, and from

Special rates (first class only) are granted to

o San Francisco, to Atlantic and Inland Cities

et the United States, via Overland Railway, to

Havana, Trinidad, and Demerars, and to ports

in Mexico, Central and South America, by the

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M. same

address in full; value of same is required.

Collector of Customs at San Francisco.

Hongkong, 3rd August, 1901.

4 HE Steamship

day; all Parcel Packages should be marked to

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Freight, apply to the Agency of the Company, Queen's Building.

FOR VLADIVOSTOCK.

(Calling at SHANGHAI if Inducement Offers.)

For Freight and other information, upply to

FOR NEW YORK.

"L. SCHEPP"

Captain Kendall, will be ready to load on the

15th August for the above port, and will be

despatched about the middle of September.

shortly due, will be despatched as above.

Hongkong, 3rd August, 1901.

THE 3/3 A II American ship

For Freight, apply to

Hongkong, 18th July 1901.

GEORGE ECKLEY.

DODWELL & CO., LD.,

CABLOWITZ & CO.

Acting Agent.

Government officials and their families.

Company's and connecting Steamers.

24 in addition to the regular tariff rate.

their journey ut any point en route.

obtained on application.

on application.

1901, at Noon.

Hongkong, 20th July, 1901.

THE CHINA MUTUAL STEAM NAVI.

GATION COMPANY, LIMITED. TRANS-PACIFIC SERVICE

\*\*\*\*\*\*\*\*\*\*\*

(Taking Cargo at London Rates)

VICTORIA (B.C.) AND SEATTLE Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN BAILWAY CO.'s

CUNES. HE Steamship

"YANGTEZE 6,457 Tons, Commander H. L. Allen, is due here on 6th August, and will have quick despatch. For Rates of Freight and Inether Particu-JARDINE, MATHESON & CO.,

Hongkong, 20th July, 1901.

PORTLAND AND ASIATIC STEAM-SHIP COMPANY. Agents for and in connection with

THE OBEGON RAILROAD AND NAVI-GATION COMPANY. Operating the New First Class Steamships | Through Passage Tickets granted to Eng-"INDRAVELLL" "INDRAPURA," and "KNIGHT COMPANION,"

botween HONGKONG and PORTLAND the United States or Canada. Rates may be (OR.), calling at SHANGHAI, NAGASAKI, MOJI. KOBE and YOKOHAMA. VIIIE Steamship

"KNIGHT COMPANION" SOUTHERN PACIFIC, CENTRAL PACIFIC, will be desputched for Portland (Or.) on WEDNESDAY, the 7th August, at 3 P.M. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON. General Agent

SHEWAN. TOMES & CO. Hougkong, Slat July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

YIA PORTS AND SURZ CANAL PROPOSED SAILINGS PROM HONGKONG. About 7th Aug. HUDSON About 15th Aug. HEATHBURN JUPITER" ... KURDISTAN.

SATSUMA". For Preight and further information, apply to DODWELL & CO., LD.

Agents, Hougkong, 24th July, 1901, THE OSARA SHOSEN KAISHA

LATER THAT IS FOR ANPING (VIA SWATOW AND

HE Company's Steamship MAIDZUBU MARU," Captain K. Sudanki, will be despatched for the above ports on WEDNESDAY, the 7th

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA. Apents. Hongkong, 25th July, 1901.

THE OSAKA SHOBEN KAISHA LIMITED

FOR FOOCHOW VIA SWATOW AND

HE Company's Steamship "ANPING MARU" Captain S. Atsumi, will be despatched for the

above ports on WEDNESDAY, the 14th August at DAYLIGHT. For Freight or Passage, apply to THE MITSUL BUSSAN KAISHA.

Hongkong, Slat July, 1991 FOR NEW YORK

THE 3/3 A.I.I. American ship

L F CHAPMAN shortly expected here from KORE, will load for the above port, and will have quick despatch. For Freight, apply to ARNHOLD KABBERG & CO. Hongkong, 2nd July, 1901

vessels on the beath.

# S. MATL LINES.

OCCIDENTAL & ORIENTAL S.S. CO. PACIFIC MAIL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN. THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING

PROPOSED SAILINGS FROM HONGKONG.

"CHINA" - ..... TUESDAY, 6th Aug., at Noon. DORIC"..... THURSDAY, 15th Aug., at Noon. PERU" ...... SATURDAY, 31st Aug., at Noon. COPTIC" ..... TUESDAY, 10th Sept., at Noon. CITY OF PEKING" ...... TUESDAY, 24th Sept. NOON. GAELIC"..... WEDNESDAY, 2nd Oct., at Noon.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRAN-CISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKO-HAMA and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of those lines pass through the INLAND SEA OF JAPAN, and call at HONO-LULU; and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic

lines of Steamer; and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL

PACIFIC, UNION PACIFIC. DENVER. and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate. Passengers holding orders for OVERLAND CITIES in United States have between

San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consumr Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the the Naval and Military Services, and to Consular and Diplomatic of Cials of Governments of China and Japan.

REPURN PASSAGE.-Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolula, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten percent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokonama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, ora Overland Railway, to 'Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany each shipment of Cargo of Parcel (valued at \$10) gold

or over) destined to points beyond Sin Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Custoins, San Francisco. Merchant's Invoice will be sufficient for Cargo or Purcel (each shipment) when the value is

less than \$100 U.S. gold. For further information as to Passage and Freight, apply to the Agency of the Companies, land, France, and Germany by all trans-Atlantic Queen's Building.

ECKLEY ACTING AGENT.

Hongkong, 24th July, 1901.

(FLORIO AND RUBATTING UNITED COMPANIES).

CANADIAN PACIFIC RAILWAY on payment of STEAM FOR BOMBAY VIA SINGA-

PORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA. NAPLES, LEGHORN and GENOA, also VENICE Sen Francisco and Chicago, the option of and TRIESTE, all MEDITERBANEAN, ADRIA-TIC, LEVANTINE and SOUTH AMERICAN

Union Pacific, Denver and Rio Grands. PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN at NOON, Chicago to destination the choice of direct lines. GULF and BAGDAD, also BARCELONA, Particulars of the various routes can be had VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

Missionaries, members of the Naval, Military, " BORNIDA. Diplomatic, and Civil Services, to European Captain D. Costa, will be despatched as above officials in service of China and Japan, and to on TUESDAY, the 13th August, at Noon. At Bombay the steamer is discharging in Victoria Dock. Through Bills of Lading issued for transportation to Yokohams and other Japan Ports.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO.,

Agents. Hongkong, 31st July, 1901.

STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE having Established a regular service of steamer RAILROAD CO. PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO. VIA INLAND SEA OF JAPAN AND HONOLULU. For further information as to passage and TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH

AMERICA, &c.

THE Steamship "STRATHGYLE" will 1 be despatched for SAN DIEGO and SAN YRANCISCO VIA MOJI, KOBE and

YOKOHAMA on or about 15th September. Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same

time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany Cargo destined to points beyond San Diego, should cent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Fraght or Passage, apply to BUTTERFIELD & SWIRE.

Agents, Hongkong, China and Japan, Hongkong, 16th July, 1901.

EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN- and QUEENS-LAND PORTS, and taking through Cargo to ADRLAIDE, NEW ZEALAND; TARMANIA, &c.) THE Steamship

"GUTHRIE." Captain McArthur, will be despatched for the above ports on THURSDAY, the 15th August,

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice. &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewarders and a druly qualified Surgeon

N.B.-Return Tickets issued by this Com pany to and from Australia are available for return by the steamers of the China Navigation Company and vice versa. For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Hongkong, 29th July, 1901.

CALIFORNIA AND ORIENTAL TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVI. GATION COMPANY, LIMITED, from Seattle (Puget Sound) to Japan, Chira and the Philippines, in

conjuction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVI-GATION CO.'s OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Philippines and Straits; S.S. "STRATHGYLE" On or about 15th Sept. FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for the East, SHANGHAL. JARDINE, MATHESON & CO., Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Inno-CHINA STIAM NAVIGATION Co.'s forthightly service bence to CALCOTTA. Sailings from CALCUTTA for CAPE PORTS every formight.

DODWELL & CO., LIMITED, General Agents for Caina and Japan. Hongkong, 4th August 1837.

For Freight and further particulars,

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SINGAPORE, BATAVIA COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON; HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE

N SATURDAY, the 10th August, 1901 at 6 P.M., the Company's Steamship "ERIDAN," Captain Ristorcelli, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON. This steamer will tranship her Passengers

and Cargo at Saigon to the s.s. Sinai for MARSEILLES via BOMBAY. The above steamer connects at COLOMBO with the s.s. Ville de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port on the 24th August direct to Suez,

Port Said and Marseilles. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal no claims will be recognised. places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 3 P.M. Specie and Parcels until 3 P.M. on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 31st July, 1901. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUS.

TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN

PORTS. HE Steamship

"COROMANDEL." Captain F. W. Vibort, B.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 17th August, at Noon, taking passengers and

cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a stormer proceeding direct to Marzeilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading, For further particulars, apply to

Superintendent: Hongkong, 5th August, 1901.

FOR NEW YORK.

FIHE 3/3 A II American Ship. "MANUEL LLAGUNO" will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN. TOMES & CO.

Hongkoug. 11th July, 1961. NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,

CONSIGNEES per Company's Steamer

"TANTALUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th instant.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd Angust, 1901.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "MOGUL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby in Primrose Cases ... \$5.65 formed that all Goods are being landed at Peramoid Cases ... 6.25 their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remain. ing undelivered after the 9th August, will be subject to rent. All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 9th August, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th August, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agente. Hongkong, 30th July, 1901.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship.

"LIGHTNING." having arrived from the above ports, Consignee of Cargo are hereby informed that their Good

Cargo impeding the discharge will be landed Cargo remaining on board after 2 P.M., on the 3rd inst, will be landed at Consignees risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company,

will be delivered from alongside.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IM-MEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO.

Hougkong, 1st August, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MASSILLA, FROM LONDON, PORT SAID, SUEZ COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the

Goods are landed. The Vessel brings on Cargo :--From London, &c., ox s.s. Victoria. Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, 2nd inst.

Goods not cleared by the 8th inst. st 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which

H. A. RITCHIE, Superintendent. Hongkong, 2nd August, 1901.

> "BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "BENVENUE."

FROM LONDON AND STRAITS. ONSIGNEES of Cargo are hereby in-

formed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th August will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the Bist August, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB. LIVINGSTON & CO. Agents.

Hongkong, 30th July, 1901. STEAMSHIP "OCEANIEN." COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE TO CONSIGNEES.

ONSIGNEES of Cargo from London, ex s.s. Cambodge, from Bordeaux, ex s.s. Ville de Constanti and Ville de Lorient, from Havre, ex s.s. Cambodye, in connection with [1 above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained

immediately after lauding. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY (MONDAY), the 29th inst, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after

MONDAY, the 5th August, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 5th August, or they will not be recognised. All damaged puckages will be examined on MONDAY, the 5th August, at 3-P.M. No Fire Insurance has been effected.

P. DE CHAMPMORIN. Acting Agent. Hongkong, 29th July, 1901.

- INTIMATIONS

FOR SALE. COUNTER 24 feet by 4 feet 6 inches A with Teakwood Two-Shelf Stand on

Top and Shelving below. Apply to -W. BREWER & CO.,

Queen's Road.

Hongkong, 13th July, 1901.

CARTRIDGES. NOBEL'S SPORTING BALLISTIFE. Absolutely Smokeless and Water-resisting THE BEST NITEO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES:-

Loaded with With Powder Powder only. and 1 oz of Shot. Ejector Brass Cases. 6.90 5 per cent. discount on orders of 1,000 and over.

Apply to WM. SCHMIDT & CO. Gunmakers, Hengkour.

Hongkong, 27th July, 1897.

J. B. WHITE L. BROS SOLE AGENTS FOR CHINA. HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899.

COLD STORAGE. THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable pro-

visions for Cold Storage at HAST POINT at Moderate Rates. WM. PARLANE Manacer.

Hougkony, 17th February, 1899.

MUNICIPAL EREEDOM

HONGKONG.

"SCRUTATOR." With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1. On Sale at Localy Newsagents and H. RUTTONIEE'S Kowloon Store.

Hongkeng, 30th Mar. 1901.

VIA INLAND SEA OF JAPAN AND HONOLULU.

	The state of the s	PER	DAY	AND HOUR.
Saigon	<u> </u>	Tritician	Monday,	5th, 9.03 A.M
Saigon		TROUBLETT		5th, 9.00 A.M
TI a implication of		TECCOMMUNICAL PROPERTY OF THE PROPERTY OF	Monday,	5th, 9.00 A.M
			Monday,	
Macso		Trecessioners	Monday,	5th, 9.00 A.M
Manager :		T. CEPASSING SPREECES		5th, 9.00 A.M
Chinking and Wahn		Quaria	Monday,	
Shanghai, Moji, Kobe,	Yokohama, Victoria,	Tosa Maru	Monday,	5th, 9.00 A.M
B.C., and Seattle Saigon		Petrarch	Monday,	5th, 1,9.00 A.M
Sargon			Tuesday,	6th, 10.00 A.M
Shanghai Shanghai, Moji, Kobe,	Yokohama, Victoria, }	Tacoma	Tuesday,	6th, 10.00 A.B
R.C. and Tacoma			Tuesday,	6th, 10.00 A.M
Nagasaki and Kobe		Hipsang		6th. ation 10.00 A.M
	Four Voye		Registr	ation 10.00 A.B
AMOY, SHANGHAI, NAG	ASARI, ROBE, TURO		Rogist	ration, with lat
HAMA, HONOLULU and	d San Francisco	. 07		10 cents, up 1
(Supplementarymail of	n board up to the time	Chana	10.45	
fixed for departure	o" the mail. Lixtra		10.20	10.90 4.1
Postage 10 cents)		· · · · · · · · · · · · · · · · · · ·	rapers	10.30 A.1
- Andi-Da za paradisas		1	Letters	11.00 A.1
Manila.		Melnomene		6th, 2.00 P.1
Singapore	***************************************	Dengalien	Tuesday,	6th, 3.00 P.1
			Wednesda	ay, 7th,
SHANGHAI, NAGASAKI,	, KOBE, YOUGHAMA,		Registre	tion 10.00 A.1
VICTORIA and VANC	OUVER, B.C.	71	(Registr	ation, with la
(Supplementary ma-	il on board up to the	Empress of China 4	fee of	1 10 cents, up
time fixed for depart	rture of the mail. Ex-		10.45	A.M.)
tra Postage 10 cen	itis.) jezinim hog hineid		Letters.	11.00 A.
	i.		Wednesd	ay, 7th, 2.00 r.:
Singapore, Penang and	Calcutta	. Digniang	Wednesd	ay, 7th, 4.00 P.
Foochow and Shanghai	***************	waanpoa	Thursday	8th,
			Dominion	tion 10.00 A.
EUROPE, &c., India via	Tutionein .		Thousand	mitte la
EUROPE, Ac., India via	to 11.39 A.M. Estra	Stutionet	(Tregue	ration, with la
(Tate Terrors 11.10	CO 11.09 A.M. DECTO	Drangar		10 cents, up
. Loange to center			10.45	A.M.)
			Leters.	11.00 A.:
San Francisco via Moro	PAG	. Flintshire	Thursday	, 8th, 3.00 P.
Manila.		Perla	Thursday	, 8th, 4.00 P.
77. 7 % and 7622			Friday,	9th; 4.00 P.
Kobo and Moji		21000000	Saturday	. 10th.
×			Circular	8 1.30 P.
	Y .		Kagigla	ation 3.30 P.
EUROPE, &c., India via	Tricorin		Dames	ration with la
AT AT TAKEN A 40	to 5.00 A.M. Extra	Eridan	(TroBiati	1/1 cames and
(Late Letters 4.40	M N'00 WINT THEFT	The residence of the second		10 cents, up
Postage 10 cents.			4.15	?,M.)
1 27 0		17	Papers .	4.00 P.
9 9	4		Letters.	4.30 P.
Missis Dimension	Rombou	Rormida		13th, 11.00 A.
Singapore, Penang and	moning. Territories.	Mary 1141/100 5165151111	Saturday	. 17th.
	m. Atanaha 3		Circular	8.00 A.
EVROPE, &c., India via	Tuticorin	2 4 19 W 74 14	Regista	ation 10.00 A.
(Late Letters 11.10	to 11.80 A.M. Extra	1.5	Domint	ration, with la
Postago 10 cents.		Coromandel	(TAGRISO	10
(Supplementary mail	on board up to the	) by the same of t		10 cents, up
time fixed for der	parture of the mail.	1 .	10.45 A	
Extra Postage 10	oonts)		Papers .	10.30 A.
. WING LORCERS IA	ACTURE DES 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2		Letters	
and the same of th				
TO-I	NAV	THE	CANADIAN	MAIL.
Variety Performance	COL TT 1) Character			press of India, l
T1	CHARLES MAIN WAS TO	THE U.E. D. W.	VOCULTAGE TRANSPORT	THE PROPERTY OF THE PROPERTY OF

via the usual ports of call.

sbout the 5th inst.

on the 9th inst.

on the 10th inst.

for this port on the 24th ult.

for this port on the 1st inst.

this port on the 27th ult.

MERCHANT STEAMERS.

The H.A.L. steamer Sibiria, from Hamburg,

The E. & A. steamer Eastern, from Sydney,

The N.Y.K. steamer Sado Maru (European

Line) left Kobe via Moji for this port on the

31st ult., and is expected to arrive here on the

The N.Y.K. steamer Milke Maru (Bombay

The N.Y.K. steamer Kamakura Maru (Ameri-

can Line) left Kobo via Shanghai for this port

on the 2nd inst., and is expected to arrive here

The P. & O. steamer Mazagon left Bombay

The P. & O. steamer Pckin left Bombay for

The P. & O. steamer Nankin left Bembay

To be had of all MUSIC DEALERS. [1078-2

R. J. REMEDIOS.

LIOREIGN AND COLONIAL STAMP

DEALER

to any address on receipt of satisfactory refer-

AGENTS WANTED.

No. 37, CAINE ROAD, HONGEONG.

Will be glad to send STAMPS on approval

ing MARCH dedicated to Hongkong Volunteers LC. S. James 7 a.

left Singapore for this port on the 30th ult., and

may be expected here on or about the 4th inst.

expected here on or about the 5th inst.

&c., leaves Manila to-day for Hongkong.

	TO-DAY.  Variety Performance, City Hall, 9 p.m.  TO-MORROW.
	Meeting of the Shareholders of Hongkong, Canton & Macao Steamboat Company, Limited, No. 18, Bank Buildings, Queen's Road Central,
,	noon. Sale, Furniture, "Craigengower," Caine Road,

Mr. Geo. P. Lammert, 2.30 p.m. Sale, Launch, Douglas S.S. Co.'s Wharf, Messrs. Hughes & Hough, 3 p.m. Sale Crown Lands, Public Works Department, 3 p.m.

#### COMMERCIAL. CLOSING QUOTATIONS:

	3rd August.
Ow	TONDON
Q.M	Telegraphic Transfer
	Bank Bills, on demand
	Bank Bills, at 30 days sight1/114
*	Bank Bills, at 4 months' sight 1/11
1	Credits, at 4 months sight
	Documentary Bills, 4 months sight 1/11
	Doddingstfary Dins's moneys affective it
ON	PARIS.—
	Bank Bills, on demand2.43
	Credits, at 4 months' sight2.461
OM	GERMANY.
	On demand1.97
ON	NEW YORK.
٠. :	Bank Bills, on demand
	Credits, 60 days' sight
ON	BONDAC-
	Telegraphic Transfer
	Bank, on demand
Ox	CALOUTEL -
-	Telegraphic Transfer
	Bank, on demand
Ow	STANGUAT -
- OB	Bank, at sight
	Private, 30 days' sight
0	
	On demand
0	THE ME AND ADDRESS OF THE PROPERTY OF THE PROP
UN	MANILA.— 3 p.c. pm.
-	Or demand
ON	SENGAPORE.
_	On demand p.c. pm.
ON	BATAVIA.
	On demand
On	HAIPHONG:
	On demand
UN	SAIGON:-
1	On demand
Ow	RANGKOK:-
137	On demand
RA	PERFORM Bank's Buying Rate \$10.25
CA	LD LEAF, 100 fine, per tael \$53.25
- 27	E SILVER, per oz
DA	or Ordered hos are
* 1	OPIUM.
	31st July.

	9.		31st J	
Quotations are	All	ow'ce ne	t. to I ca	itty.
Malwa New	\$830	_to \$84	0 per p	icul.
Malwa Old	:\$860	to \$87	0	
Malwa Older	\$880	to \$89		
P. P'per-wrappe	1\$515	to -	11	
Persian fine quali	144 \$290	to -	11	
Persian extra fin	0	to -		
Patns New	89423	to -		hest.
Patna Old	8965	to -	. 11	
Benares New	\$9274	to -	. 19	2 3 7 6
Benares Old	\$940	to.	* · · · · · · · · · · · · · · · · · · ·	

## VESSELS EXPECTED.

THE GERMAN MAILS. The Imperial German mail steamer Prinzess Irene, carrying the German mails with dates from Berlin of the 8th ult., left Singapore on the 31st ult., at 6 p.m., and may be expected here to-day, at daylight.

The Imperial German mail steamer Stuttgart left Kobe via Nagasaki, Shanghai and Foochow on the 28th ult., p.m., and may be expected here on or about the 7th inst. and POLKA to Peak Residents.

THE AMERICAN MAILS. The O. & O. steamer Doric, with mails, &c., from San Francisco to the 9th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 29th ult., a.m. via Inland Sea, Kobe, Nagasaki and Shanghai.

The T. K. K. steamer Nippon Mary, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagacaki and Shanghai, on the 17th ult.

THE INDIAN MAIL. The Indo-China steamer Kumsang, from Calcutta and the Straits, left Singapore for this port on the 2nd irst, at 4 p.m.

	Hongkong & S'ba
	China & Japan, ordy. Do. deferred
9.00 A.M. 9.00 A.M.	Natl. Hank of China A. Shares
9,00 A.M.	B. Shares Foun. Shares
.M.A 00.6	Campbell, Moore & Co. China-Borneo Co., Ld.
0.00	China hight and

ore & Co. Power Co., Ld. .... China Prov. L. & M. ... Ohina Sugar Cigar Companies -Ali ambra, Ld.
Philippine Tobacco (
Trust Co., Ld....) Cotton Mills-

LOXPANT.

Banks-

JOINT STOCK SHARES.

Hongkong, 3rd August.

£4 151, anles

£3 \$23, buyara

#8 \$28, buyers #1 \$15, sellers

£1 £5. 56.

21 \$1.10.

\$50 \$50.

\$50 \$100.

£10 \$140, buyers

\$10 \$121, buyera

\$5 60, buyers

\$7 | \$8, buyers

\$50 \$1724, sellers

¥305.

\$50 \$180, sellors

\$25 \$60, sellers

\$50 \$345, sellers

\$50 \$340, sellers

\$10 \$13, Bellers

\$100 \$36, sellers

\$50 \$50, sellers

\$5 \$4, buyers

nominal

nominal

\$9 56, sellers

13/10 |512}, buyers

\$61 524, buyers

\$50 \$66, sellers

\$50 \$64, sellers

£10 \$140, sellers

£2.12.6, buyers

\$15 |\$35, sales

£10 £12.

£5 £7.

\$50 \$60, nominal

\$62, sellers

\$20 nominal

\$UU \$125.

\$30 \$30.

t L'don £61.

Laon Kung Mow ... Th. 100 Th. 40, sellers Hongkong ..... Dairy Farm ..... Fonwick & Co., Geo .. Green Island Coment. H. & C. Bakery ..... Hongkong & C. Gas ... Hongkong Electric H. H. L. Tramways . Hk. Steam Waterboat Co., Ld.

Hongkong Hotel .... neurance--Canton..... China Fire China Traders' .... Hongkong. Fire ..... North China ...... Straite .....

Yangisze .....Lund and Building— Hongkong Land Inv Humphreys Estate. Kowleen Land & B West Point Building Luzon Sugar ..... Manila Invest. Co., Ld. Mining-Charbonnages ..... Fcs.250 \$325. Queen's Mines, Ld ... Olivers Mines, A. Do. B. Punjom ..... Do. Preference .

New Amoy Dock .... Oriente Hotel, Manila obineon Piano Co., Ld Steamship Coys .-China and Manila, China Mutual Pref. China Ordinary ..... The C.M. steamer Yangteze, from Glasgow Douglas Steamship and Liverpool, left Singapore for this port on the 30th ult., and may be expected here on or H., Canton and M., Indo-China S. N. ... The N.G.I. steamer Bormida left Singapore ShellTransport and

for this port on the 30th ult., and may be Trading Co..... Star Ferry ..... Tebrau Planting Co ... United Asbestos ..... Universal Trading Co., Ld..... Wanchai Warehouse ... Line) left Bombay via Singapore for this port Watson & Co., A. S .... on the 20th ult., and is expected to arrive here W. Powell & Co., Ld.

\$24, buyers 1 50, buyers \$5 62, sellers \$4 \$10), ex div.sellera \$10 |315, exdiv. sellers \$20 \$101, buyers \$374 nominal \$10 \$16, sellers \$10 |\$10, nominal VERNON & SMYTH, Brokers,"

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 2nd AUGUST, PAL.

for this port on the 1st inst.  The steamer Richmond Castle sailed from	STATION.	ned. to lovel a 32c F	ture	Humic	tion.	Vent
New York on the 24th ult. for Straits, Hong-	4 4	25 5 2 S	7	四	22 2	-
kong, China and Japan.	-	on the same		V 100	-	
The N.P. steamer Braemar left Tacoma on	V'divostock   2 p.		I = I			-
the 17th ult. for Yokohama and Hongkong.	Tokyo	29.98	-	-	B   6	_
The C.P.R. steamer Athenian left Vancouver	Kochi	20.03	-		8H 2	-
on the 24th ult., p.m. for Hongkong via	Naganaki "	29.57	7	7.	SE R	
Japanese ports and Shanghai.	Kagoshima ,,	29.91			ex B	
The C. and O. steamer Carlisle City left San	Taihoku 1 p.	29.19	-			0:
Diego on the 1st inst. for Hongkong viu Japan	Taichu ,,	29,32	-		NW S	
and Vladivostock.	Tainan	29,40	-	7	NW 10	
	Koshun	29.33	-		NW 10	
STEAMERS PASSED THE CANAL.	Pescadorea ,,	20.45	-	-	NW 8	1 -
OUTWARD 25th June Mogul, Neckar, Silvia.	Gutzhff 3 p.	0	64	-		<u> </u>
2nd July Cocle, China, Salfordi. 9th July.	Sharp Peak ,,	28,27	91		N N W	0
-Glenfarg, Glenturret, Spilhead, Tucuman,	Amoy	29,43	91	74	W 4	C
Sibiria, Pisa, Warrior, 12th Jaly.—Idome-	Swatow	29.46	32	120	W 3	
	Canton	29,52	92	60	w 1	b
neus, Strathord, Yanyteze, Yarra. 16th July.	Hongkong 4 p.	29,49	91	58	WEW 2	-
-Shinano Maru, Prinzess Irene, Salama,	Vio tui Pouk "	00.00	_ i	_	68W	
19th July.—St. Andrews, Andalusia, Rein,	Uap Rock "	29.50	04	_	waw 3	
Sanuki Maru, Stynenten 23rd July Gera,	Macao	29.51	94	· .	sw 3	10
Benvoirlich. 26th July Ajax. 30th July	Haiphong 1 p.	90.70	00	92		
Glenartney Formosa, Palatia, Rhein, Benia,	Manila 4 p.	29,72	30		S8W -	- 0
Wittenkind. 2nd AugHakata Maru,	Malate 3 p.	-			8W 4	4
Triesie, Kitai, Tydeus.	Bacolod ,	29.53	81		W 2	rq
HOMEWARD. 23rd July Areadia, Sachsen,	ileile	29.80	85	-	SW 2	-
Socotra, 26th July Wittenberg, 30th July.	CCOU	2020	30	_	sw 1	0
-Hitachi Maru, Machaon, Prinz Heinrich,	C. S. James	***************************************	[ 00		D 10	1,6
. Hillglen. 2nd Aug Indus, Japan, Achilles.	3rd	AUGUS	L, A.M	L		
ARRIVAL AT HOME.—2nd Ang.—Sydney.	V'divostock 7 a.	·		-	/	
	Tokyo 10 a.	-	-			-
PASSENGERS.	Kochi	-		-		
DEPARTED.	Nagasaki "	-	-	-	-	
Per Massilia, for Shanghai, from Hongkong;	Ragoshima ,		-	-		-
Capt. W. M. sissel, Mr. and Mrs. Danbar, Col.	Taihoku 5a.	1	-	-		-
Sergt. Maltas, Messrs. J. Younger, G. C. Rod-	Taichu			-	-  -	-
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Triesie, Kitai, Tydeus.	Bacolod			-		EW		- 1	1
HOMEWARD. 23rd July - Areadia, Sachsen,	iloilo		29.53		-	₩.			L
Socotra, 26th July Wittenberg, 30th July.	Cebu		29.80	85		SW		-	l
-Hitachi Maru, Machaon, Prinz Heinrich,	U. S. James			(%)	-	BW	2	C	i
. Hillglen. 2nd Aug Indus, Japan, Achilles.		3rd	AUGUS'	F, 42	M.	14			l
ARRIVAL AT HOME2nd Ang Sydney.	V'divostock	7 8.	·	-	-		-	-	ı
	Tokyo			_		-	_	T	ı
PASSENGERS.	Kochi					-	-	-	ı
DEPARTED.	Nagasaki	20	- :	-			_	_	ı
Per Massilia, for Shanghai, from Hongkong;	Kagoshima	. 25		-	-	-		-	ı
Capt. W. Maissel, Mr. and Mrs. Danbar, Col.	Taihoku	5 a.	1		-		-		l
Sergt. Maltas, Messrs. J. Younger, G. C. Rod-	Taichu	- p-		-		-	-	-	ı
den, S. G. Vietto, L. Schinz, A. Blass, and H.	Taman			-	-	-	-	- 0	ı
S. Meggit; from Colombo, Lieut. Hulke,	Koshun	22	·	-	-	-	-	-	ı
Messrs. G. K. Mitchell and I. Tuxford; from	Pescudores	23	-	-		-	-	-	l
	CE CELEGISTA	9 a.	29.56	79	95	Ref	01	cmp	İ
London, Lieut. Farmer.	Sharp Peak	_	28.68	80	73	BIW	10	qr .	ı
	Amoy		29.22	86	9C	8W	7	-00	ŀ
NIEW MUSICAL PUBLICATIONS	Swatow		29,33	87	-	W	4	b .	Į
EW HOSICAL TUBLICATIONS	Cumrent sissie			-				-	l
A TOTAL TOTAL OF THE PARTY AND	Hongkong		20.44	88	69	IA	3	'0	١
MAESTRO A. CATTANEO.	Vict'm Peak		22.40	-	-	M.	3		l
	Gap Rock		29.46	93	1	WEW			l
GRAND MASS (with Organ Acept).	Macae		29.44	_		WSW	2	C	ļ
No. 1 ALBUM (3 Songs, English & Italian).	Haiphong		20.00		by he	_			Ì
No. 2 ALBUM (3 Songs).	TAXABLE			84	77	8		C	
The 'LILY' Walts and 'ELIZA' Waltz.	Malate	1	-	-	-	SRIV	1	0	Ì
THE TILE WHITE WHITE PARTY IN THE PARTY.	Bacolod			-	7	8	1	b	١
NEW FEATURE:	floilo		29.39	82	-	8W		0	ŀ
Pocket Edition of Pinnoforte-Music :- includ-	Cebu	39	29.37	80	-	BW	2	b	ł

On the 2rd at 11.16 a,m. The typhoca centre entered the coast this morning at 2 o'clock, just to the North of Fouchow. Strong cyclonic winds and gales are blowing along the China coast between Shanghal and Hongkong, and strong SW winds in the N part of the China Sea. Forecast:—strong SW winds aqually, probably some rain.

MESHER PALCONER & Co.'s RECIPTER, 3rd Aug. Barometer 9a.m. .. 29.45 Therm. 9a.m. (Wet bulb)81 Barometer lp.m ... 29.42 Therm, lp.m. (Wet bulb)92 Is also prepared to purchase used Postage Barometer 4P.M. Therm. 4P.M. (Wet bulb)-STAMPS in Large or Small Quantities for Cash. Thermom. Da.M ... 89 Therm. Maximum ..... Thermom. Ir.M ... 82 Therm. Maximum over 

VISITORS AT HOTELS Ноивкоме Нотка. Mr. & Mrs. F. Kiene Mrs. Angus Mr. H. Arnold Mr. J. Kirkwood Mr. N. Lazarus

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Mr. Marlow

Mr. Michael

Mr. M. Oka

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Mr. M. Pirion

Mr. S. D. Piry

Dr. L. R. Roel Mr. A. Reid

Mr. C. Schouw

Mr. A. J. Pitcher

Lieut. W. A. Quennell

Mr. W. R. Robertson

Mr. D. Sedemayer Mr. P. W. Sergeant

Mr. R. G. Smithere.

Mr. D. G. Taylor

Mr. Harry Thomas

Watts

Mr. & Mrs. Miller

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Capt. Prynne, R.A.M.C. Mrs. Prynne

Mr. W. A. Rubice, U.S.

Mrs. W. A. Rubleo and

Hon, R. Murray Rum-

Mr. Edward Shellim

Mr. M. Oustinoff

Consul

say, R.N. Mrs. Sawor

Mr. A. Sinchir

Mr. T. J. Smith

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R.A.M.C.

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Mrs. W. Wilson & child-

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Mr. W. J. F. Wright

Mr. J. J. B. Heemskerk

Sisters, Govt. Civil Hos

liamson and child

Mr. H. Monin

Mr. W. Parfitt

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\$10 \$20, buyers \$15 \$38, sellers \$20. \$20, nominal Dr. F. Clarke Mr. G. E. Colo \$10 301, sellers \$100 \$146, anles Mr. J. S. Colson. Mrs. Davies and child \$500 \$1,500, sellers Mr. P. C. Denroche Mr. D. M. Devilbiss Mr. G. M. Discombe \$50 \$50, sellers Major Durehill, R.A. Tis. 100 Tis. 421, seilers Capt. P. S. Dyson Mr. T. E Evans Tis. 100 Tis. 55, sellers Mr. & Mrs. Fornald Tis. 500 Tis. 300, sellers Mr. Fischer Tls. 100 Pis. 15, sellers Mr. A. D. Gibb \$100 Sid, sales & o'yer Mr. Kennedy Gibson \$6 65, buyers Mr. C. Glover \$25 Soo, sellers Miss Godchaux 310 |3211, buyers

Dr. & Mrs. J. C. Thomson Mr. & Mrs. J. Godchaux Mr. H. M. Tibboy Mr. W. E. Vaughan Mr. John Grant Miss H. Groves Col. A. J. O'Hara Mr. G. H. Wakeman Mr. and Mrs. Frank W. Mr. P. Harding Mr. Harold Mr. W. J. G. Whiley Mr. H. F. Henningson Mrs. W. Whiley Mr. Thos. Howard \$50 \$130, sales & sell. Mr. W. Kerfoot Hughes Lieut, & Mrs. Bagnall \$25 \$151, exdiv. b yers Mr. A. N. Huke Mr. & Mrs. A. A. Wil Capt, Innes Mr. E. N. Irvin ; Mrs. J. Williamson and Mr. & Mrs. E. Johanson Mr. & Mrs. E. S. Josep. Mr. & Mrs. L. Judell Mr. T. E. Woodward Mr. J. J. Woollen

Mr. E. A. Katsch Mr. A. Kiene PEAR HOTEL. £25 Tls. 175, sales Mr. James Beattie Mr. S. S. Benjamin Mr. J. W. C. Bonnar Mr. H. F. B. Brayne Col. L. F. Brown, R.E. \$100 |\$192, exdiv. b'yers Mr. G. Brusse Col. A. W. Collard Mr. J. L. Crew \$50 \$51, ox div. sellers Colonel Crookenden Mr. George H. Dann Mr. F. Drion Mr. J. S. Ezekiel Mr. R. M. Ezekiel Mr. Andrew Forbes 25c. 4 conts, sales

Mr. & Mrs. H. W. Fraser Rev. S. Gleboff Mrs. Glover Mr. D. M. Graham Dr. G. M. Harston Mrs. G. M. Harston Liout. Col. Hugnes Mrs. W. C. Jack & family Mr. H: N. Joffries Dr. K. Lang Mr. J. E. Lee Mr. Gordon Mackie Mr. R. Martin

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on date Un date at & p.m. day 4 p.m. 29,43 .20, 35 Baromoter ...... Temperatura ...... 83, Humidity ...... Direction of wind . ... FO.CB ....... Weather Hongkong Observatory, 4th August.

> HONGKONG TIDE TABLE. 5th to the 11th August, 1901.

HIGH WATER.				LOW WATER			
Week.	Day of	Houghong Mean Time.			Height.		
Mon.	5	h.m.	tt. in.	m dry	ft. in.		
nes.	6	m 0 42 m 1 9.a	3 10 3 1 3 1	m 0 40 m	0 4		
red.	8	n 1 40 2 20 a n 2 30	3.4	m 8 13 7 36 a m 19 6	0. 4 U 8		
Pri.	9	1 14 a m 3 49 6 6 a	1 11	m 11 35 9 21 a	0 3		
Bat.	19	m 4 57	1511	m 0 26 10 43 a	-U B		
Sup,	IL	111 5 68 8 24 m	1 1	m 125 a			

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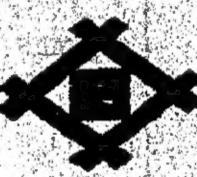
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